

SPARTON  
SUPER  
MODERN  
Radio  
Your Dealer  
IDEAL RADIO  
SERVICE  
Tel. 27806.

# The China Mail

EIGHTY-EIGHTH YEAR OF PUBLICATION

No. 28,093

HONG KONG, THURSDAY, APRIL 28, 1932.

PRICE \$3.00 Per Month.



## SHANGHAI PARLEY

THE JAPANESE  
WITHDRAWAL.

SUPERVISION  
SUGGESTED.

Sir Miles Lampson's  
Proposals.

Shanghai, To-day.

According to well-informed authorities, Sir Miles Lampson's proposals which were accepted by China and Japan suggests the deletion of two clauses in the Assembly resolution. Firstly — that empowering the Mixed Commission to declare at the request of one of the parties the moment when the Japanese withdrawal can reasonably be effected, and, secondly, that the decision of the Mixed Commission be taken by a majority vote.

In lieu of these, Sir Miles suggests that the Mixed Commission be charged to supervise the withdrawal of the Japanese troops and report any neglect of either side to comply with reasonable recommendations and that there be an addendum to the truce agreement to the effect that the resolution of the League will be complied with, only when the Japanese troops are completely withdrawn. — Reuter.

## STOP PRESS

Mr. Wodehouse  
Retires.

The China Mail learns to-day that Mr. Peter Peveril John Wodehouse, C.I.E., acting Deputy Inspector-General of Police, and a brother of P. G. Wodehouse, the famous author, is retiring from the Hong Kong Police Force on May 21, after nearly thirty-five years' service.

Joining the Government in June, 1897, as Student Interpreter, Mr. Wodehouse became Assistant Superintendent of Police in 1901. In 1919, he was honoured with the C.I.E. and in 1920, he was acting C.S.P. (now I.G.P.) on three occasions.

HONOUR'S INQUIRY.

Honolulu, To-day.

In his closing address in the "Honour Slaying" trial the Public Prosecutor discredited the evidence of Massie whom he depicted as a vain egotistical man who "lied like a gentleman" but who could not hide behind his mother-in-law's skirts. Pointing to Mrs. Massie the Prosecutor shouted "They sacrificed that girl for his ego." He declared that Massie and Admiral Pratt both believed in Lynch Law. He asked for a unanimous verdict of "guilty." "We do not ask for vengeance but demand only justice." — Reuter.

## GENEVA CONFERENCE BLOCKED

TARDIEU'S ILLNESS  
SUSPENDS  
ARBITRATION

DISARMAMENT CONFERENCE

U.S. SECRETARY OF STATE TO  
RETURN HOME.

London, To-day.

The enforced rest of the French Premier, M. Tardieu, which he is taking owing to laryngitis, may be a blessing in disguise, as it is averting the open avowal that the check at Geneva is owing to M. Tardieu leading a life of hyper-bustle, covering the triangle of Paris, Geneva and Belfort and coping with strenuous electoral tussles and vital diplomatic negotiations simultaneously.

During the sixty hours he spent in his constituency he addressed meeting for over forty-five hours in the open air. He is certain of re-election and can direct his campaign, from his Paris flat, but his inability to keep the rendezvous at Geneva on Friday with Mr. Ramsay MacDonald, Mr. Henry L. Stimson and Dr. Bruening may have a far-reaching effect, as Mr. MacDonald and Mr. Stimson are the arbiters between M. Tardieu and Herr Bruening on the question of disarmament.

Mr. Stimson's Departure.

This arbitration is, at least for the present, temporarily blocked, as Mr. Stimson will not wait any longer at Geneva. He is leaving on Friday for the Riviera, en route for home. Mr. MacDonald cannot stay indefinitely at Geneva.

It is doubtful, in any case, whether a real rapprochement

could be obtained, as since Hitler's victory at the polls, there is a determined opposition to making any more concessions to Germany.

Conference Off.

Paris, Yesterday.

Mr. Stimson has sent a message to M. Tardieu regretting that they cannot re-meet to resume the discussions of important matters that they had already considered.

He regrets that health compels him to leave Geneva as soon as possible and gives the assurance that the American delegation at Geneva will do everything in its power to carry on his labour in the spirit which has hitherto animated the discussions.

Mr. Ramsay MacDonald telegraphed to M. Tardieu expressing his very deep regret at his illness and wishing him a complete early restoration to health. — Reuter.

## WANG'S APPOINTMENT AS HOME MINISTER.

No Acceptance Yet.

Shanghai, Yesterday.

General Wang Shao-hung is said to be still undecided whether to accept the Nanking Government's offer to appoint him Minister of Home Affairs in succession to Marshal Feng Yuxiang. General Chang Wei-cheung, head of the Cantonese Aerial Forces is approaching the Nanking Government in an effort to have the Chinese Air Force strengthened by purchases of foreign machines.

It is reported in Canton that General Chan Chai-tong, the Commander-in-Chief, will, on his return from Hong Kong, make a survey of the North and East River districts. He may also take part personally in the suppression of bandits on the East River.

## JAPAN'S ATTITUDE ON TREATIES.

Statement in Commons.

Rugby, Yesterday.

Captain R. A. Eden, Under Secretary for Foreign Affairs, questioned regarding the Japanese attitude towards the Manchurian question, said that the Japanese Government had declared that Japan was fully prepared to stand by her obligations under the Treaty.

So far as he was aware the Japanese Government regarded the

## RESIGNATION OF DR. SZE.

Caused By Poor  
Health.

REST CURE IN SPAIN.

London, Yesterday.

Dr. Alfred Sze, Chinese Minister to London, has returned from a prolonged rest cure in Spain. He is now at the Legation clearing up arrears of work pending the arrival of his successor, Mr. Quo Tai-chi, Vice-Minister of Foreign Affairs.

Dr. Sze informed Reuter that he had resigned for purely health reasons and that his resignation was accepted on the condition that he will resume diplomatic service when he has recovered.

He is going to Malaga to continue his medical treatment. — Reuter.

[Dr. Alfred Sze has had a long and distinguished career in the Chinese Diplomatic service. He recently played a prominent part at Geneva during the Sino-Japanese disputes. He has also served as Minister to Washington and attended the Washington conference of 1922.

He was born in 1876 and received much of his education in America. He was a delegate to the Peace Conference in Paris.]

Treaty as applicable to Manchuria but maintained that Treaties which relate to China must necessarily be applied with due regard to the state of affairs from time to time prevailing in that country. — British Wireless Service.

## IMPORT DUTIES IN BRITAIN.

Statement of  
Policy.

TO REMAIN FIXED.

London, Yesterday.

Recently imposed import duties should not be reduced during the next twelve months according to Major Colville, Secretary of the Department of Overseas Trade, who declared, in the House of Commons, that the Import Duties Advisory Committee had been advised to that effect. The only modification of this policy, he stated, would be when reductions of import duties in England would bring corresponding reductions in the import duties of other countries thus stimulating export trade.

The Colonial Secretary, Sir Philip Cunliffe List, said he was in constant touch with all the Colonial Governors on the possibilities of the extension of trade between the Dominions and Colonies.

The General Council of Trade, in congress, appointed J. Bromley, Chairman, and Walter Currie, Secretary, as advisers to accompany the Government delegation to the Ottawa Conference.

## AN EMPIRE CURRENCY.

To Be Discussed at  
Ottawa.

CANADA'S INTENTION.

London, To-day.

The Toronto Financial Times states that the question of Empire currency is to be fully discussed at the Ottawa conference. Proposals are to be submitted to the effect that banks of the British Empire should carry a minimum of 10 per cent. and a maximum of 40 per cent. of the gold value of their metallic reserves in silver. This is urged

## JAPANESE CAVALRY ENTER HAILIN

MAIN FORCE HELD UP BY  
RAILWAY DAMAGE.

## BANDITS CONTINUE ACTIVE ALONG C.E.R. LINES

Harbin, To-day.

The Japanese occupied Hailin on Tuesday night when their cavalry entered the city.

The main force was held up because the line was torn up for a considerable distance.

It is reported that the Japanese military authorities have now taken over the section of the Chinese Eastern Railway between Shih-towhotse and Heng-taohotse and are running trains there.

Meanwhile, bandits are very active. The failure of the C.E.R. to pay twenty thousand dollars into the war chest of one of the gangs of bandits led them to attack the C.E.R. timber concession near Shih-towhotse. They looted all the houses and set on fire the huge timber stocks, which are burning furiously. — Reuter.

Use River Boats.

The Nakamura troops were loaded into twenty-two river-boats converted into ironclads, each mounting two field-guns and escorted by four Manchukuo gun-boats.

The armada is steaming cautiously through the floating ice owing to reports that the insurgents have laid mines in the river.

Minor operations to crush the guerrillas in other districts are also making progress.

Capture Heng-taohotse. — Harbin, Yesterday. The Japanese forces to-day occupied Heng-taohotse, which had been held by insurgent troops.

## IRELAND AS INDEPENDENT REPUBLIC

DE VALERA READY TO LEAD  
MOVEMENT

COSGRAVE DESCRIBES OATH BILL  
AS ACT OF CHICANERY.

Dublin, Yesterday.

"The moment the people are ready to stand for an Independent Republic we are quite ready to lead them," declared Mr. de Valera, moving the second reading of the Bill for the removal of the Oath of Allegiance.

He said that the Oath blocked the way to national unity, willing obedience to the law, so that Government by coercion was the result. The deletion of the Oath from the Constitution was quite consistent with the position of the Free State as a co-equal partner in the British Commonwealth, for the British House of Commons and the Legislatures of Canada, Australia and South Africa could table a similar legislation. He certainly would not be drawn into negotiations with Britain on the matter.

Treaties as a rule were not part of the Constitutional Law of countries, and anyway the removal of the Oath did not violate the Treaty with Britain.

"The Bill is one of the greatest pieces of political chicanery in history," declared ex-President Cosgrave, who followed Mr. de Valera. — Reuter.

De Valera's Set-Back. The debate on the second reading of the Bill to Remove the

to permit banks to take advantage of any fluctuations in silver, and thus tend to stabilise the price.

It is also to be proposed that the existing debased silver currency be called in and replaced by coinage of a pre-war standard. — Reuter.

## DISARMAMENT CONFERENCE.

Great Britain  
Disappointed.

BLUNT ADMISSIONS: SLOW  
PROGRESS

Geneva, Yesterday.

Blunt admission that Great Britain regarded the progress of the Disarmament conference as disappointingly slow and the hint that she might have to consider using the clause in the London Naval Treaty permitting construction above specified limits were made by a most prominent British statesman to the Press of all nations. — Reuter.

## TO-DAY'S WEDDING AT UNION CHURCH.

Moffat — Carter.

A pretty wedding took place at the Union Church, Kennedy Road, this morning, when Miss Marianne Elizabeth Carter, of California, and Mr. John Rod Moffat, of Shanghai, were united in holy matrimony, the Rev. E. G. Powell officiated.

Mrs. S. S. Ballentine, wife of Lt. S. S. Ballentine, U.S. Marine Corps, was matron of honour while Mr. Geoffrey Lammert performed the duties of best man.

The American Consul was represented by Mr. Ronald Edgar.

After the ceremony, a wedding breakfast was held at Repulse Bay Hotel.

The honeymoon will be spent at Manila.

Hong-taohotse is on the eastern section of the Chinese Eastern Railway, along which the Japanese troops are continuing to advance. — Reuter.

## SCOTT'S RECORD

Airman Arrives at Port  
Darwin.

A GREAT FLIGHT.

England to  
Australia.

Mr. C. W. A. Scott, the young Australian airman, established another record, when he arrived in Port Darwin yesterday morning at 10.22 a.m., having smashed the record flight from England to Australia set by A. S. Butler, the English pilot, by a margin of 7 hours 36 minutes. C. W. A. Scott took-off from Lympne Aerodrome at 5 a.m. on April 19.

In a very exhausted state, Scott arrived at Kupang, a coast town on the south-west side of Timor Island, preparatory to his last take-off during the afternoon preceding his arrival at Port Darwin.

In order not to land at Port Darwin in darkness he postponed his departure from Kupang until night, flying the last 500 miles over the Timor Sea in darkness in an attempt to reach his destination by 7.00 in the morning.

It is stated that Scott will return to England by steamer as he says he is tired of trying to break records.

Mollison to Fly Atlantic.

Mr. J. A. Mollison, young aviator, and Scott's Australian contemporary, intends to make a solo attempt to fly the Atlantic from England to America, about the middle of June. He will take the "Great Circle" route, landing at Newfoundland.

Mollison recently set-up a new record for the flight from London to Cape Town. He and Scott, both in the early twenties, are friendly air rivals. They started out on their restive flights within a few hours of each other, and both have succeeded in establishing records.

Scott's Interview.

Port Darwin, Yesterday.

Scott was loudly cheered by the crowd at the aerodrome. He made a landfall 100 miles west of Darwin. He had several attempts at landing before striking Port Darwin. Scott carried a black gill-wog as a mascot. He said he had a grueling time. Terrific headwinds impeded his flight across the Timor Sea, which was "cruel." He is remaining at Port Darwin several days. He will not attempt any more records he declares. — Reuter.

## LEAN YEAR FOR SHELL OIL CORPORATION.

\$27,000,000 Loss.

The Shell Union Oil Corporation has reported that for the financial year 1931 it experienced a net loss of \$27,000,000.







**HONG KONG BENEVOLENT SOCIETY.**



**ORGAN NOVELTIES**  
Columbia Records

DB759—Save the Last Dance For Me .... MacLean.  
DB741—Parade of the Weddings ..... Casey.  
DB637—I Found You ..... Casey.  
DB548—Lonesome Lover ..... Foort.  
DB392—At the Temple Gates ..... Sellars.

**THE ANDERSON MUSIC CO., LTD.**  
Ice House St. Tel. 21322.

# MACLEANS PEROXIDE TOOTH PASTE

MAKES YELLOW TEETH WHITE

Stocked by all Pharmacies, Dispensaries  
and Departmental Stores.

Agents:—

W. R. LOXLEY & CO.

## Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

At the fortnightly meeting of the Sanitary Board, held on April 26, the meningitis outbreak was the subject of much discussion. Dr. R. A. de Castro Basto, submitted a resolution for more effective methods of checking the disease, urging propaganda in the way of public lectures and illustrated posters.

The Medical Officer of Health (Dr. Pope) strongly opposed the motion, and pointed out that something must be done to the appalling houses, and added that propaganda would be of no benefit. The discussion is reported in the OVERLAND CHINA MAIL.

The 17th anniversary of the famous Gallipoli landing, a poignant day in the memory of all Australians and New Zealanders was celebrated at Hong Kong on April 25.

The wreath laying ceremony took place at 11 a.m. when many assembled to pay tribute to those who died. A dinner was held at night. The function is fully reported in the OVERLAND CHINA MAIL.

Continuing his performance at the last Extra Race Meeting, Mr. Leo Frost registered another remarkable sequence of wins and places at the Fourth Extra Meeting, held at Happy Valley on April 23. With three wins, two seconds and three thirds to his credit, Mr. Frost only failed to be placed in one event.

Conditions were ideal for racing; times were good, and dividends were consistently substantial. The meeting is reported in the OVERLAND CHINA MAIL.

Tribute was paid to the late Mr. M. Manuk, at the Annual Meeting of Messrs. Wm. Powell, Ltd., held on April 21.

A gratifying report was read by the Chairman, and in spite of the violent exchange fluctuations, the year under review has been a profitable one with an increase in sales of \$4,027 over the previous year.

A report of the meeting is reported in the OVERLAND CHINA MAIL.

Prospects of peace at Shanghai have been increased, through Sir Miles Lampson's formula.

The Hong Kong Interport cricket team to play at Shanghai on May 17, was selected on April 26. Comments on the players are given in the OVERLAND CHINA MAIL.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL — the weekly paper that YOU MUST ORDER NOW.

### READY NOW.

Mail via Suez closes at 6 p.m., April 29.  
Mail via Siberia closes at 6 p.m., April 29.

SINGLE COPY 25 Cents.

(Sold on the streets and at the bookstalls or you can send your subscription to the office.—H.K. \$13 per annum, or \$10 including postage abroad. Half-yearly or quarterly periods are also available.)

No. 1A, WYNDHAM STREET—PHONE 20022.

"THE OVERLAND CHINA MAIL."

## WILLIAMS IMPRESSES AT U.S.R.C.

### INTERNATIONAL SCORES TWICE AGAINST STERLING JATS DEFENCE

#### BUT CLUB ONLY DRAW

#### INCOGNITOS FORFEIT POINTS IN MAMAK SHIELD.

W. E. Williams, the Welsh International hockey player, who recently arrived in Hong Kong from Japan, made a very favourable debut at centre-forward for the Hong Kong Hockey Club's first eleven yesterday afternoon in their friendly encounter with the Jai Regiment, on the U.S.R.C. ground. The game, which commenced twenty minutes late, resulted in a draw, both sides scoring two goals. The Club who were short of D. B. Evans, on the right wing, accepted the services of N. Whitley, of the C.B.A.

The only other match in yesterday's hockey programme — the Mamak Shield match between the St. Andrew's Club and the Incognitos — was cancelled owing to the non-arrival of the majority of the Incognito's XI. St. Andrew's have, therefore, been awarded the two points at stake.

#### GANGA DADD'S TWO.

Williams impressed with his remarkable speed, and smart stick work, but he was too well marked by the opposing centre-half to be really dangerous. The game, on the whole, was void of interest, the Club forwards failing to combine well. Their defence, on the other hand, was strong. W. Reed, the Middlesex County player, being especially prominent.

In the first half, exchanges were fairly even, both goals being raided

in turn, G. Duncan, the Club goalkeeper clearing shot after shot remarkably well. From a breakaway Williams gained possession of the ball and, running down on his own, scored the Club's first goal from a difficult angle on the right. Shortly after, however, the Jats who had been pressing for a long period, netted the equaliser through Ganga Dadd, their inside-left.

In the second half, both sides maintained heavy pressure, with

the Jats forward line showing the better combination. The Jats gradually asserted their superiority and from a pass from the right wing, Ganga Dadd sent in a grand shot which beat Duncan all the way to give the visitors the lead. Williams, however, equalised for the Club with a shot from the left, which struck a defender's foot and lodged in the net. Toward the end, from a rebound, Divett netted, but the point was disallowed for "sticks."

Outstanding players in the Club side were W. Reed, Dand, Woodward and Rodger, the reverse stick work of Rodger being very impressive.

Result:—  
Club ..... 2  
Jats ..... 2

Club.—G. Duncan; W. Woodward, J. Rodger, W. Reed, A. R. Dand, J. E. Potter; N. B. Whitley, G. E. R. Divett, W. E. Williams, E. V. Reed and C. C. Francis.

#### Mamak Match Cancelled.

The Mamak Shield hockey fixtures between St. Andrew's Club and the Incognitos which was to have been played on the Caroline Hill ground yesterday was cancelled. Only half of the latter team turned up, and the Incognitos were forced to forfeit the two points to St. Andrew's.

Two teams were picked from the players who were there and a friendly match was played.

#### Table to Date.

	P.	W.	L.	D.	F.	A.	Pts.
Radio	12	9	1	2	28	6	20
C.B.A.	11	8	3	0	27	7	19
St. Andrew's	12	5	3	4	9	10	14
Incognitos	10	3	3	4	19	11	10
R.C. Sigs.	11	3	6	2	12	13	8
Police	9	2	5	2	6	15	6
R.A.S.C.	10	1	9	0	3	86	2

\* Forfeit 2 points to R.A.S.C. for breach of Rules.

a hard blow to Hong Kong's chances if he is forced to make a last-minute decision to the contrary.

#### Carnera's Holiday.

It is amusing to think that Primo Carnera, the giant Italian heavyweight boxer, should spend Easter at Brighton. He spent one day there sight-seeing with Leon See, his manager, much to the delight of many holiday-makers, who could not but recognise the giant boxer. His loud laughs at a Punch and Judy show on the beach were heard far across the sands. In the Palace of Fun he fought a bout with a penny-in-the-slot machine and flogged his dummy opponent by a blow to the chin. This brought forth an expansive smile. The great moment, however, came when he stepped on to the weighing scale. There were not enough weights, and extra poundage was rushed up before he tipped the scale at 20 st. 12½ lb. As a consolation however, he won a suit case and a coconut which he proudly carried under his arm.

#### Welsh Rugby Record.

It may come as a surprise to many readers to know that Wales created a record this season by playing the same fifteen in all three of her International Rugby championship games. Ireland called on nineteen, England twenty-four, and Scotland on twenty-six. The following table shows how many players each country put in the different departments of their teams:—

	Three	Full	Quar-	Half	For-
		Backs	ters	Backs	wards
Wales	1	4	2	8	
Ireland	2	5	3	9	
England	2	5	4	13	
Scotland	3	5	4	14	

#### Scottish Boy Champion.

Cambridge University is to receive yet another brilliant young athlete. J. C. Stothard, who broke three records at the Merchiston games, is joining the Light Blues after leaving school. He has been the outstanding Scottish schoolboy of the year, doing the Quarter Mile in 53.3/5 secs, the Half Mile in 2 mins. 3.4/5 secs, and the One Mile in 4 mins. 39 secs.

Do not be misled by Carnera's present style of fighting, or be critical about his two or three disappointing displays. When it is his hour to strut the stage then he will rise to the occasion. Do not make any mistake. James Butler.

## FIELD FLOOD AND RING

By Athole

#### Shanghai Cricket.

If the Hong Kong Cricket Selection Committee experienced difficulty in selecting their team for the trip to Shanghai, the authorities up north, by all reports, are facing far bigger problems than ever beset their southern colleagues. Shanghai at the present moment is very rich in cricket talent and the difficulty arises in as far as whom to leave out instead of whom to include.

There are nine certainties in Shanghai at the moment—D. W. Leach, L. F. Stokes, W. Mansel-Smith, R. Booth, H. A. Coward, J. A. Isaacs, F. L. Walnwright, S. R. Kermani and T. W. R. Wilson.

The question regarding the possibility of Walnwright again playing, however, is a topic of conversation in northern cricketing circles. It will be recalled that in 1920 during the Shanghai visit to Hong Kong an unfortunate incident occurred, and Walnwright has declined every invitation since to visit the Colony again. He has, however, played in Shanghai, during the 1921 Interport.

#### Remaining Two Places.

The remaining two places can be divided between four players—A. L. S. Harris, A. C. Sinclair, A. J. Barson, and F. Marshall, all of whom are batsmen. Sinclair may have to give place on the score of inexperience, and due to the fact that in the prospective nine players there are two wicket-keepers—Coward and Kermani—Marshall, Hankow's best batsman may also be forced to relinquish his claims. We saw sufficient of Barson in the Colony last November to realise that he is going to prove a most difficult batsman to dislodge on a plumb Shanghai wicket. Should Harris secure his place he will be the only Army representative in the side.

#### Strong Batting.

Should the above selection be made Shanghai will have only one left hander in their side—Isaacs, a bowler who can swing the ball a couple of yards in the Shanghai atmosphere. They will, how-

ever, have four all-rounders of more than average standard—Leach, Booth, Mansel-Smith, and Stokes. Their batting will be steady down to No. 9 with Isaacs and Wilson providing all the "fireworks" that are going. Wilson will be their fast bowler and Stokes his foil at the other end. The rest of their bowling strength is medium paced.

#### Visiting Side's Advantage.

I was talking to Pat Madar, the Shanghai interporter and a Hong Kong choice for next month, and he is confident in the ability of the Hong Kong side to wrest the Shanghai flag. The advantage, he pointed out, always rested with the visiting side. They had previously played matches in co-operation, and the trip to the Northern port would tend to cement the ties of cohesion, and by the time their destination had been reached, everyone was confident in the ability of his fellow players—an advantage too often taken all too lightly. He thought Kermani would prove to be Shanghai's most stubborn batsman and informed me that on a Shanghai wicket he was worth anything above the half-century. As Kermani, who assisted the I.R.C. in their successful season in the League Championship, sailed for Shanghai on Tuesday, there is little doubt that he will play for the northerners. In Hong Kong he was troubled by the bumpy wickets, but I am assured that we never saw the real Kermani in action. It all sounds very hopeful.

#### Pat Madar Uncertain.

Incidentally in my chat with Madar I gained the impression that all was not too well with him in regard to the Interport. Apparently he has been forced to go to Shanghai some time in the near future, in which case he is uncertain whether he will be able to remain long enough to participate in the game. He is, however, optimistic as regards his chances, and we can only hope that he will be able to play, as his experience of Shanghai players and conditions should prove invaluable to the touring eleven. It will indeed be



**JAEGER**  
(Pure Wool)

"SPRING KNIT"  
BEACH SUIT  
FOR MEN.

Our new Stock of these reliable  
Beach Suits comprise of the newest  
colours and latest styles.

Price from \$15.00.

**LANE, CRAWFORD, LTD.**

Men's Wear Dept.

## KING'S THEATRE

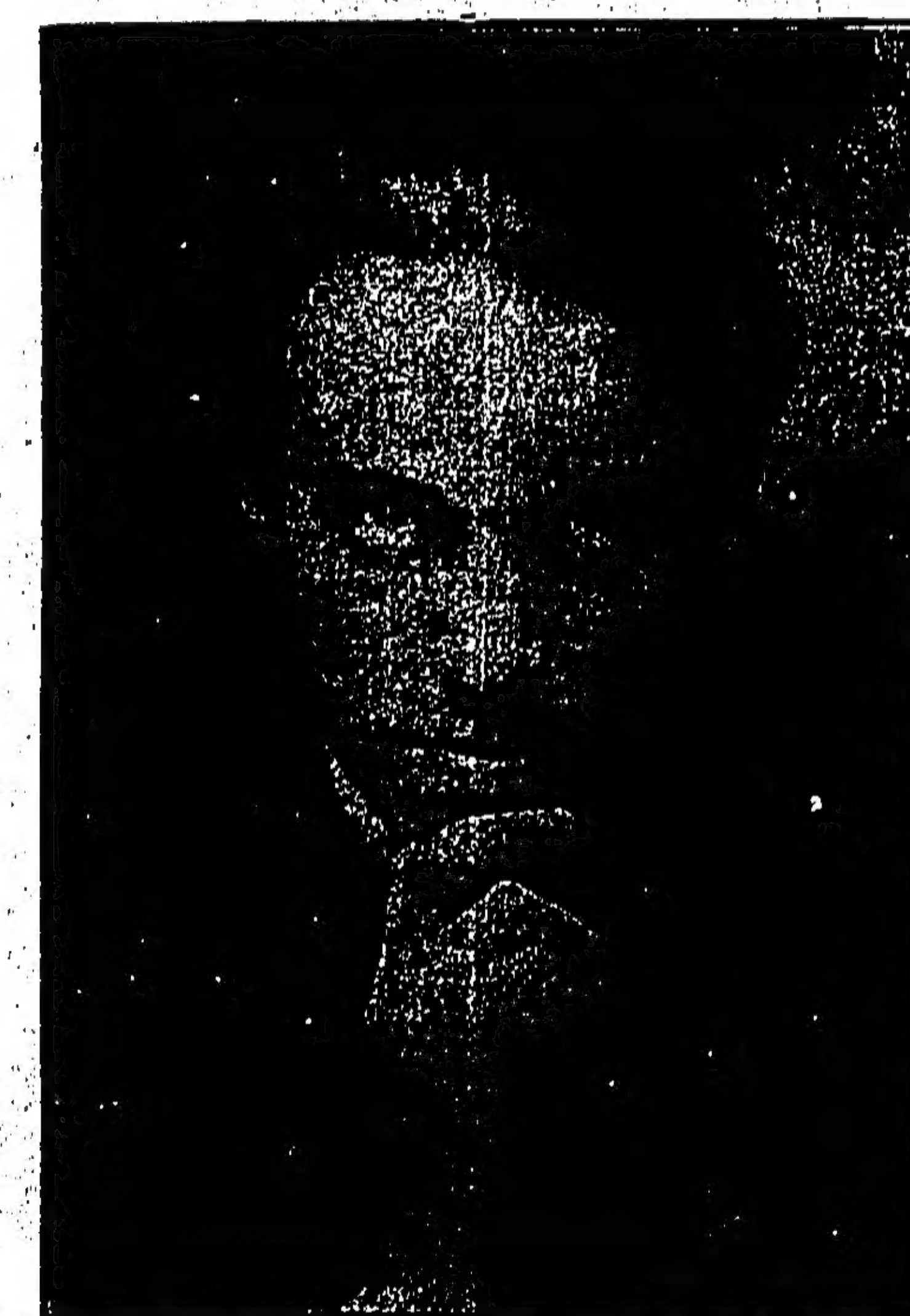
ONE RECITAL ONLY

FRIDAY, 29th APRIL

AT 9.30 P.M.

## ALEXANDER BRAILOWSKY

EMINENT RUSSIAN PIANIST.



PRICES:—(INCLUDING TAX).

FRONT STALLS ... \$3.00 ORCHESTRA STALLS \$4.00  
BACK STALLS ... \$2.00 DRESS CIRCLES .... \$4.00

#### ADVANCE BOOKING.

Patrons are requested to pay for seats reserved, fifteen minutes before the show.

No reservation can be guaranteed after that hour.

PLANS NOW OPEN.

BOOK EARLY.

## G. FALCONER & CO. (HONG KONG) LTD.

WATCHMAKERS & JEWELLERS

DIAMOND MERCHANTS

Union Building (opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS.

ROSS'S BINOCULARS and TELESCOPES.

KELVIN'S NAUTICAL INSTRUMENTS.

ENGLISH SILVERWARE direct from Manufacturers.

High Class English Jewellery.



## MRS. WILLS-MOODY FOR EUROPE.

Reconquest of European Lawn Tennis.

### CROWDED PROGRAMME.

(P.A.F.S.)

San Francisco, March 31. Plans for the reconquest of European lawn tennis by Mrs. Helen Wills-Moody are complete.

Should her plans materialise she will compete in the French championships in May, and then go to England to attempt to regain the Wimbledon title which she did not defend last season.

She will finish off her visit by helping America to defend the Wightman Cup against England at Wimbledon in June, and will be able to return to the United States in time to defend her American title.

### Correspondence.

#### QUEEN'S COLLEGE CRICKETERS.

(To the Editor of "China Mail.") Sir,—I notice in your description of the interport team yesterday that you gave the names of the schools of most of the team. May I point out that both A. H. Madar and A. R. Minu are products of Queen's College, Hong Kong, where they learned their cricket?

While on the subject it would be interesting to state that most members of the I.R.C. teams that won the senior and junior shields for two years running are Old Q.C's.

Yours, etc.,

"Old Q.C."

Hong Kong, April 28.

#### PEREIRA'S OMISSION.

(To the Editor of "China Mail.") Sir,—In your observations on the selected Hong Kong Cricket Interport team in yesterday's issue, it was stated that the team picked by the Selection Committee was the best available in the Colony at the present time. As one who has followed local cricket very closely for the past ten years or so, I beg leave to differ.

There are a few striking things about the side which you have failed to mention. I think, and I feel many followers of the game will agree with me that the inclusion of C. R. Sayer was surprising. This player was conspicuous by his absence in the trial game last Saturday, yet he was taken in preference to some of the young blood who had put up quite a good show. E. Zimmern was described by you as one of the hardest hitters in the Colony in addition to being a very fair stumper. He should have got in on his showing last Saturday alone, to say nothing of the many good scores he had put up during the season and his consistency as a batsman.

Then we have the statement that F. D. Pereira has not enough stamina! What rot! One might as well say that the reason why Zimmern was not picked was because he could not hit a six off every ball that is sent down to him.

Frank Pereira is, in my opinion, the best fast bowler we have at the moment, in addition to being a brilliant field and a very reliable run-getter. I use the word run-getter and not hitter because Pereira can be depended upon to keep his end up if necessary, and he is one of those batsmen who possesses the happy knack of being able to play his best when his side is in a bad way. I only need remind those who saw him in the match against Craigengower Cricket Club when he came off with a brilliant half-century to save the the Champions from what otherwise might have been inglorious defeat!

If space permitted, I can write volumes on this subject, and while realising that the Selection Committee cannot please everyone, I would like to know why S. A. Ismail, the I.R.C. stumper was not given a trial. Ismail is definitely the best wicket-keeper we have and, as a bat, he is reliable. Why the powers that be should prefer to try a second division "keeper" in preference to the stumper of the Champion team for two years running is really rather hard to understand.

Just one more question before I close. If Beck does not come off as a fast bowler, is there another in the side? I have not forgotten that Hamilton is in the eleven, but he can hardly be described as fast.

Yours, etc.,

"Not Chosen"

Hong Kong, April 28.

## SPRING MEETING AT NEWMARKET.

Orwell Wins the Two Thousand Guineas.

### AT EVEN MONEY.

London, Yesterday.

The first day of the Spring Meeting at Newmarket opened to-day in bright sunshine when the three-year-old classic, the Two Thousand Guineas resulted as follows:

1. Orwell (Evens).
2. Dastur (10-1).
3. Hesperus (25-1).

Orwell won comfortably by two lengths from a field of eleven; one and a half lengths separating Dastur and Hesperus.

The Spring Two-Year-Old resulted as follows:

1. Sunny Anna (3-4).
2. Lady Harry Filly (4-1).
3. Tartan (8-1).

From a field of twelve Sunny Anna won a close race by half a length, three lengths separating Lady Harry Filly and Tartan.

Orwell has been accepted for the Derby Stakes to be run at Epsom on June 1 over one and a half miles, and also in the St. Leger Stakes to be run at Doncaster on September 7 over one and three-quarter miles and 132 yards. It was not, however, entered for the third classic, the Oaks Stakes, which is being run at Epsom on June 3 over a mile and a half.

### Our Sports Diary.

#### TO-DAY.

CRICKET—Interport Nets at H.K.C.C. at 4.30 p.m.

#### TO-MORROW.

CHESS—Open Championship. HOCKEY—Club "A" v. R.A.O.C. at King's Park at 5.30 p.m.

ATHLETICS—Inter-School Sports at Caroline Hill at 2.30 p.m.

FOOTBALL—Final of the United Services Competition at Happy Valley at 4.30 p.m.

#### SATURDAY.

CRICKET—Interport XI v. United Services.

RACING—Fifth Extra Race Meeting at Happy Valley.

## CHESS PROGRAMME FOR THE WEEK.

#### TO-MORROW.

A. C. Riddington v. G. W. Greene  
D. E. Carvalho v. H. W. Randall  
B. W. Paul v. S. L. Hussain  
C. M. Sequeira v. P. T. Rozario

## ROYAL ARTILLERY ROWING CUP.

12th Battery's Second Successive Win.

#### BY A LENGTH.

The 12th Heavy Battery for the second year in succession carried off the Royal Artillery Rowing Cup when the "A" crew narrowly beat the "B" crew of the 20th Heavy Battery in yesterday's contest.

Conditions for the race were ideal, though the harbour was a trifle choppy, and the winners completed the 2,000 yards course in 10 mins. 7 secs.

There were only three boats in the race and at the half way stage Nos. 14, 13 and 12 were on level terms. Nearing the finish, however, No. 13 overhauled the leaders and No. 12 was seen to drop back. A close finish was now promised, and amid loud applause No. 13 came in a length ahead of No. 14 with No. 12 a length behind the 20th Battery boat.

Full results were as follows:—

Boat No.	Time
1. 12th Battery (A crew)	10.7
2. 20th " (A crew)	14
3. 12th " (B crew)	12
4. 31st " (A crew)	5
5. 20th " (B crew)	11
6. 31st " (B crew)	6

At the conclusion Mrs. K. F. Dunsterville presented the Cup and prizes to the winning crew at the Royal Hong Kong Yacht Club.

I find it advisable to look down at the ball more with the left eye than the right. This is helpful in two ways. It means that one's head is turned slightly to the right at the commencement of the back-swing, which is a yard against the very common fault of looking up before one has actually hit the ball.—Diana Flashwick.

## KENT BEAT CORNWALL IN SEMI-FINAL.

Stephenson's Two Quick Goals Decide.

### LOSERS' POOR FORWARDS.

H.M.S. Kent, by defeating H.M.S. Cornwall in the Semi-Final Round of the United Services Football Competition by three clear goals, qualified yesterday for the Final Round against the Royal Artillery which will be played on the Club ground, Happy Valley, to-morrow at 4.30 p.m.

Having the advantage of a slight breeze in the first half the Cornwall were early on the aggressive. Longley, in the Kent goal, saved shot after shot in masterly manner and taking the play all round the Cornwall were unfortunate to be held until the interval. Shortly before half time the Kent took the lead much against the run of the play. Stephenson fastened on a pass and beat Botterill with a fast low drive. Green gave Stephenson another opportunity when he sent over a beautiful pass for the latter to head into the goal, well beyond the reach of the goalkeeper, to place the Kent two up.

Early in the second half a mistake by Botterill allowed Flindall to increase the lead. The goalkeeper was very late in getting down to a low drive. Smith had a glorious opportunity to reduce the lead when the Cornwall were awarded a penalty, but he sent in a wild shot which cleared the bar. A mishap to Hills necessitated his being carried off the field, but the China Mail learned that it was nothing very serious.

The Cornwall had as much of the play as their rivals, but the hesitancy of their inside trio threw away many good opportunities. Stevens was their most conspicuous forward whilst Tugwell played a steady game in the defence. The Kent forward line worked well together, Green being responsible for some great centres during the match. Longley played well between the sticks and was confident in all his clearances.

#### Result:—

H.M.S. Kent ..... 3

H.M.S. Cornwall ..... 0

Kent:—Longley; Little, Frame; Schofield, Greenland, McLean; Flindall, Hills, Stephenson, Hayward and Green.

Cornwall:—Botterill; Baker, Smith; Davey, Tugwell, Sturdivant; Rogers, Coxon, Hanson, Partington and Stevens.

Referee:—S. P. O. Darlington.

## BIG LEAGUE MATCH FOR SATURDAY.

Kowloon Against the Borderers.

Kowloon and the South Wales Borderers, will meet on the Hong Kong Football Club ground on Saturday next, when the play off for the runners up of the First Division of the League will take place. If necessary extra time will be played to decide the fixture, which will commence at 5 p.m.

The referee will be Sergt. Caswell, and the linesmen S. M. Fieldhouse, R.A., and S. P. O. Darlington. At the conclusion of the match, the trophies and replicas will be presented to the winning teams in each Division, and representatives from the R.N., S.W.B., Argyll's and R.A.F., are requested to be present to receive the cups.

It has been decided by the League Management Committee that the records of the Argyll and Sutherland Highlanders in the First Division of the Football League be expunged from the League Table.

The Royal Navy have secured two points from St. Joseph's in the Senior League as the result of a decision of the Management Committee. In the second division the 12th Heavy Battery were awarded points over the Club and the University; the Royal Navy four points for two matches over the University; and the Argyll's points over the University. In the Third Division the Royal Engineers were awarded points over St. Joseph's.

Your men are poor putters. I won the 1981 Open Championship on the greens, with some of the best men put when they are fighting hard. If I stayed a month in the old country I should be as good a putter as the rest.—Tommy Armour.

## INDIAN CRICKETERS MUST SHAVE?

What of Lal Singh a Staunch Sikh.

### PLAYERS NOT TOO PLEASED.

Bombay, March 27.

All arrangements are now complete for the departure of the Indian cricket team for England by the Strathnaver, on Saturday next, including the signing of an agreement by each member of the team regarding general discipline and the conduct of players during the tour.

The players, however, are unwilling to discuss the terms or even disclose its contents, but it seems that some at least are not very pleased with them.

One interesting item in the agreement is said to be that the players must shave daily, though why it is found necessary to impose this condition is not clear. Probably this clause will not operate in the cases of Lal Singh, Jogender Singh and Amar Singh, who are staunch Sikhs, and of Gulam Mohamed, who is a devout Muslim and very proud of his well-cultivated beard.

Each member of the team will be presented by the Board of Cricket Control with a cricket bat, a peaked cap, a hat, a blazer, three flannel trousers and three shirts. In addition to this they are expected to equip themselves with apparel necessary for the social side of the tour including at least one dress suit.

During the tour each player will receive weekly Rs. 22 as pocket money, while a family allowance will be given in the case of those players who will be unable to provide for the maintenance of those dependent on them.

One player, it is understood, will have to find at least Rs. 1,000 for all incidental expenses before undertaking the tour.

The only member of the Bombay Hindu Gymkhana, who will accompany the team to England is Godambe and there is general regret that they will not have in their midst the Hindu players L. P. Jal, V. J. Merchant and Champak Mehta.

## BELLE VUE OPENS THE SEASON.

CROWD OF 25,000.

Another Successful Season in View.

FRANK ARTHUR CRASHES.

March 28.

The speedway season was opened at Belle Vue, Manchester, on Saturday night with the first of two special Easter meetings; the second takes place this afternoon at 2.30 p.m. The season proper opens on April 9 with the first match in the reorganised National League against Stamford-Briggs.

Judging by the fact that 25,000 gathered at the first meeting in rather chilly weather, Belle Vue appears likely to have another successful season. The track has been much improved; the bends are slightly banked and the surface much firmer. It may, indeed, prove too firm; the cinders do not fly as of old; which detracts a little from the spectacle. It is obvious, however, that much higher speeds will be the rule. In his very first appearance Dusty Haigh, now definitely attached to Belle Vue, returned a time of 1 min. 20 secs. against the record of 1 min. 19 secs. which has stood to the credit of Max Grosskreutz since last July and was put up before the present and slower system of starting was adopted.

Saturday's racing was on the whole fairly good. The honours went to Wai Phillips, of Stamford Bridge, a former holder of the British miles record, who won the two finals.

Haigh was also in good form, and Max Grosskreutz, who had reached Marseilles only on Saturday morning on his way back from Australia and had completed the journey by air, also rode well. Crashes were frequent, but only one of them had any serious result.

Frank Arthur, of Stamford Bridge, crashed into one of the lamp standards on the inside of the track, rebounded from the wire protection, round the post, and knocked down an ambulance man. He sustained a fractured arm and a broken leg. The ambulance man escaped without injury.



SHOWING TO-DAY AT 2.30, 5.15, 7.15 & 9.30 p.m.

# 1932 UNITED ARTISTS PICTURE

AN OUTSTANDING FEATURE  
BASED ON DAVID BELASCO'S GREAT STAGE SUCCESS

Ten minutes to love or-leave!

...He Gave Her

Ten minutes...

To make up her mind!

Nine minutes...

To decide the biggest event in her life!

Eight minutes...

To taste enchanting ecstasy!

Seven minutes...

To batten with bliss!

Six minutes...

To linger with love!

Five minutes...

To enter the portals of Paradise!

Four minutes...

To rejoice with romance!

Three minutes...

To revel in rapture!

Two minutes...

To travel the highway of happiness!

One minute...

To change from a creature of ice—

TO A WOMAN OF FIRE!



SAMUEL GOLDWYN presents  
**GLORIA SWANSON**  
"TONIGHT NEVER"  
ON LILL HATTON  
Adapted by FREDRICK S. BARRY HATTON

SHOWING SOON

The Comedy Drama That Was the Rage of London Now Brought To the Screen Through the Multi-Lingual Talking Screen

DENNIS NELSON TERRY & BETTY STOCKFELD

IN

**"77, PARK LANE"**

THE LATEST 1932 UNITED ARTISTS' SPECIAL FEATURE.

## YANKEES TAKE LEAD IN AMERICAN LEAGUE.

### Result of Detroit's Defeat.

New York, Yesterday.

The following were to-day's

Baseball results:—

National League.

Cincinnati 6 St. Louis 4

Chicago 8 Pittsburgh 4

American League.

Detroit 3 Chicago 4

St. Louis 1 Cleveland 7

#### TABLES TO DATE.

National League.

P. W. L. Age.

Chicago ..... 12 9 8 750

St. Louis ..... 11 8 8 727

New York ..... 12 6 6 500

Philadelphia ..... 12 6 6 500

Pittsburgh ..... 13 6 7 461

St. Louis ..... 13 5 8 384

Cincinnati ..... 13 5 8 384

Brooklyn ..... 10 3 7 300

American League.

P. W. L. Age.

New York ..... 10 7 3 700

Detroit ..... 12 9 3 692

Washington ..... 12 8 4 607

Cleveland ..... 14 5 5 571

St. Louis ..... 14 5 5 557

Philadelphia ..... 11 4 7 384

Chicago ..... 11 5 8 384

Boston ..... 11 6 8 278

### ANNOUNCING—

#### INTRODUCTION OF

#### A NEW ORCHESTRA

at the

**PENINSULA HOTEL**

COMMENCING

SATURDAY, 30th APRIL

with

A GALA NIGHT

(8.30 p.m. till 1 a.m.)

THE

**"CAPITOLIANS"**

Under the Direction of

**DICK LEUTERIO**

will feature nightly

In Orchestral and

Dance Numbers.

FOR TABLE RESERVATIONS

Phone 6801.

(Main 3-6801)

THE HONG KONG & SHANGHAI HOTELS, LTD.



**EST. 1841.**

Men's Outfitting Department. 4  
**WHITEAWAY, LAIDLAW & CO., LTD.**

The most recent, and one of the most important, was that yesterday by Sun Fo, a former Canton Mayor, and a Government high official. He urged resistance against Japan and suggested a triple alliance between China, Soviet Russia and the United States against Japan. Such an alliance is absolutely impracticable as America would enter into no such arrangement from motives quite apart from the fact that she refuses to accord the Soviet diplomatic recognition. There is certainly a very strong anti-Japanese sentiment in most parts of the United States but that feeling is by no means as extreme to warrant an alliance with any other nation for action against Japan. Americans are very pacifist, and while it is felt that a clash might occur with Japan over supremacy in the Pacific, it would need an extremely vital happening, to cause war between the two countries. The position of the Soviet is vastly different, and war between Russia and Japan is a possibility which unfortunately exists at all times. Many Chinese and Russian leaders have recognized the mutual advantages consequent upon combined action against the aggressive ambition of Japan, and Nanking has openly discussed the question.

The Management of the Hong Kong & Shanghai Hotels, Ltd., has secured the services of an exceptionally expert Orchestra for their Peninsula Hotel. Under the able direction of their leader Dick Luterio, the "Capitolians, ten in number, who have recently concluded a 3 years' engagement at Hollywood, render orchestral music and dance numbers in manner positively exhilarating and effulgent. An innovation from the ordinary that will be heartily welcomed by lovers of music, being both the strongest and most dancing entertainment.

p.m. gave a 4-3 verdict of not guilty of manslaughter.

Mr. Haslerigg commented that that was no verdict, but the judge decided that it was sufficient for the defendant's discharge in view of the unanimous verdict of not guilty.

the murder of a young student named Tsang Tai-kai, and in view of certain statement which the accused made at the Magistracy his Lordship deemed it advisable in the interest of justice to try him separate from the others.

mental reeds used on other horns. This permits us to build a more dependable horn at a moderate price. Moto Vox Electric Air Trumpets are made in two sizes and are furnished in matched tin pairs for easy installation.

**MANILA**

**CALDBECK, MACGREGOR & CO., LTD.**  
(Incorporated under the Companies' Ordinances of Hong Kong.)  
Prince's Building,  
100 House Street. Telephone  
28075.

**Sole Agents:—**



## PRESERVED GINGER MANUFACTURERS

**NEW SEASON PRESERVED GINGER**  
Best quality—Prompt attention to Exporters.  
—2, Dundas Street, Kewtown. Tel. 57003.  
—2, Golewa, Fraya, Dundas Street, Maitland.

\_\_\_\_\_



## Standard of British Press Has Fallen

### Capital and Advertising Rules Editor's Chair

### Journalism Is Often Secondary Issue

At the present moment the condition of the Press in Britain is lower than it has been within living memory. In almost every newspaper office there is an atmosphere of uneasiness that has never been known before. There is hardly a journalist who feels any sense of security. With the exception of a few papers, the number of which could be counted on the fingers of one hand, there is not a newspaper office where a sense of moral responsibility towards public interests remains predominant. This state of things has grown up in the last four or five years, it is becoming general and it is rapidly developing.

The Gamble for Profits. A journalist whose name is a household word summarised the present situation in the following terms: (1) that the daily Press has passed out of the control of the editor or editorial staff and that, both in policy and detail, the proprietor is omnipotent; (2) that in consequence competent journalists of good standing and repute are compelled to advocate policies from which they dissent; (3) that in two or three great dailies policy is governed by advertising interests; (4) that recent attacks on the League of Nations have been dictated by armament interests; (5) that the proprietor of one great daily is deeply involved in American finance; (6) that, in consequence, matter has systematically been published from American sources in regard to India, Japan, cinemas and theatres, of a definitely tendentious character.

That these statements can be justified there can be no doubt. The Press in London and the provinces is no longer free; it is a doped Press. The power of the purse controls the pen. The rumours of pending amalgamations between daily and Sunday newspapers indicate the extent to which the Press is the prey of finance. There are few chapters in the history of the Press more disreputable than the recent attempt at imposing a tariff on newspaper in the interest of the newspaper combines that have investments in Canadian and Newfoundland utilities and paper works. At the same time the papers were doing their best to destroy the Town Planning Bill and giving support to Japanese jingoism in Asia.

The heavy over-capitalisation of the London Press is leading it to swamp the provincial Press and to crush independent journalism wherever it exists. The fight for circulation by means of insurance and gift schemes is piling up costs to such an extent that the entire Press system has become one of the fiercest gambles in existence. Great fortunes can be made out of popular newspapers, as we know, and to gain them large stakes are played. To such mad lengths had the free gifts policy gone that a month ago the chief London newspapers came to an agreement to abandon it.

The Press speaks with a single voice in syndicated articles sent out from London. Extensive provincial interests are held by single proprietors in addition to the newspapers belonging to the trusts that are directly controlled. There are numerous instances of two or more newspapers in the same town owned by different companies that are in fact controlled by one man. This tendency is increasing. Newspaper proprietors are interested in coal, steel, retail distribution and other trades and the journalist who opposes those interests would be sacked.

The position of the journalist today is indeed desperate. He is called upon to support private interests under the guise of public policy. Ninety per cent of working journalists are in the National Union of Journalists,

but that organisation is crushed as a fighting force with a heavy weight of unemployed due to amalgamations and cutting down of staffs. Is it not the lamentable truth that the journalist has in fact been too willing an accomplice in the hands of the interests that employ him? He has thus lost his power of resistance.

Craftsmanship for Slush. The majority of "bright" journalists are completely cynical not only because they have peeps behind the scenes denied to ordinary citizens, but because they lack intellectual stamina and any real knowledge as a background. They have none of the idealism that even twenty years ago marked the average journalist.

There is no question that the journalist's work to-day shows amazing qualities of wit, speed and brilliance. The newspaperer produces a masterpiece of craftsmanship. Commenting on the recent broadcast talks on the Press by Mr. Kingsley Martin, the "Sphere" said:—

Mr. Martin spoke as if he thought it easy to write slush. But of course it is much, much easier and far less expensive to print the truth, to report reports, to repeat official statistics and communiques, than to get a story, to make crime "pulse," to pander to the housewife, the flapper and the kitchenmaid.

That is true. The journalist has never done better as a craftsman. The evil from which he suffers is a kind of Babbittism—his work in slush forces him to adopt a hazy, factless sentimentalism that blankets the truth.

The newspaper reports the facts about law cases and fires and gives accurate pen pictures of public events; but when it comes to social tendencies and politics no one cares a damn about the facts. It is not merely a matter of distortion but of actual suppression. Look at the make-up of the front page of any of the popular newspapers, and though you will marvel at the skill with which it is done you will marvel still more at the mentality which is exhibited in the selection of the news. The emphasis that is given to the news counts for more in its effect upon the reader than the opinion that is expressed. Leading articles are indeed, often remarkably sane and in curious contrast to the screaming in the news columns. Nearly all the popular papers, however, have dropped the leading article for tabloid comments on news. As for the reporter he knows that anything he brings in that cuts across interests will not get printed. And the sub-editor has to keep his eye on the Black List of subjects and persons that must not be mentioned.

#### Don't Be Hypnotised!

The result of all this is that writers and thinkers of an original turn of mind, or advocates of new or unpopular theories, are suppressed; they have no access to the general reading public. The only consideration is circulation; in other words, profits. In the clamorous rush for the mythical two million, the "still small voice" is silenced and truth hustled off. The moral loss is only equalled by the dangers to the public welfare inherent in a perverted policy unchecked by independent thought. "Give me the liberty to know, to utter, and to argue freely according to conscience, above all liberties," wrote John Milton. Thoughts and ideas are sacred things to be tolerated, though in some disconformity to ourselves.

"Milton, thou shouldst be living at this hour!" The way out for the public is to support the independent Press. The ordinary man can do no more than that for the respon-

## CHIEF INDIAN WARDER RETIRES.

Advises Co-operation  
by Staff.

### MANY TRIBUTES AT FAREWELL.

After thirty-six years of loyal and faithful service with the Government, Mr. Golam Mustafa, the Chief Indian Warder at Victoria Jail, has retired. He will leave for India shortly.

Yesterday afternoon, he was entertained by the Indian staff of the jail, at a tea party in Lane, Crawford's Restaurant. Mr. J. W. Franks, Superintendent of Prisons, presided, and in a speech, paid glowing tribute to the retiring warder, relating to the large gathering present, that he joined the Prison Department in 1897 and had steadily climbed the ladder of promotion, until in 1927 he attained his present rank, the highest position the service had to offer. His career should be an incentive to young Indian officers.

The acting Chief Indian Warder, Rahmat Khan, also paid tribute to the splendid service that Golam Mustafa had rendered the Government. He wished him every happiness in his well-earned retirement.

Replying, Mr. Golam Mustafa, thanked Mr. Franks for his sentiments of goodwill, and the gathering for their presence there that afternoon.

#### Development of City.

He continued: "When I first came to Hong Kong, it was a barren island with a small population, but now I marvel at its trade, its population and its progress. Kowloon, which was once sparsely inhabited has developed to such an extent that in time I believe it will surpass Hong Kong itself."

"I would advise the Indian staff to co-operate with the Government more closely and I appeal to the Government to grant the Indian staff something more than they have at present."

Those present included Messrs. J. W. Franks (Superintendent of Prisons), A. Hopkins (Assistant Superintendent of Prisons), G. L. Buchanan (Chief Warder), A. B. Didsbury (Printing Office, Prison Department), P. P. J. Woods (Divisional Superintendent of Police), and representatives of each section of the Indian Prison staff.

### NAVAL TREATY EXTENSION.

Tokyo, Yesterday.

Japanese vernacular papers report that the Navy Office are opposed to the London Naval Treaty after the present termination in 1936.

Reports from Geneva state that Mr. Stimson has suggested to the French Premier, M. Tardieu, and the Italian delegate, to extend the Treaty until 1942.—Reuter.

Rugby, Yesterday.

The House of Commons, by 204 votes to 4 refused leave for the introduction of a Bill to amend the Parliamentary Act.—British Wireless Service.

sibility is not his but that of the Lords of the Press. But such responsibility as the ordinary man has he should exercise. He should not let himself be hypnotised by the Press. It is fatally easy for that to happen. Many people who despise the Press are under its influence. They should realise that everything they read has another meaning from the obvious one. The truth is always hidden in the papers and has to be digged for. The mass-produced newspaper is not a true newspaper and never can be. There has to be personal responsibility behind what the newspaper says, which can exist only when the editor is editor in fact as well as in name. A newspaper is of value only when it is free. And freedom cannot live where private interests have to be obeyed.

To be bright and clever, to put the selected news of the day smartly, to tell a story so that its essential features can be seen at a glance, are all good in their ways. But there is something more. There must be honest purpose, disinterestedness, devotion to the truth, or else all the brightness is in vain. Never were such qualities more necessary than to-day, and never had they such few opportunities of showing themselves. The popular Press, they have no opportunity at all.

## Record-Breaking on Daytona Beach

Sir Malcolm Campbell on  
Recent Feats

After breaking no fewer than five world's land speed records in America, Sir Malcolm Campbell gave a broadcast talk on his arrival Home on March 11, as follows:—

We arrived at Daytona at midnight on February 11 and nearly half the city turned out to welcome our party. I was immediately informed that there was little likelihood of our getting a favourable beach for some time, as the wind had been blowing in the wrong direction for a considerable period. Upon examining the sand the next morning, I realised that conditions were impossible, the beach being very rough and uneven, which made high speed completely out of the question. The weather from the holiday-maker's point of view was ideal, the sun shone all day and it was very hot, but from my angle it could not have been worse. This state of affairs continued for over a fortnight, and I began to think conditions would never improve. The wind, for the most part, during this period had been blowing from the south, and what we required was a breeze from the north-east, which in turn would produce a rough sea which would pile up the beach and even it out. The abnormal weather which Florida had been experiencing during the winter had had an extraordinary effect on the beach itself. Instead of being flat, the action of the wind on the waves had produced from high water mark a tremendous camber which extended right down to the low water mark level. This, in addition to the unevenness, produced a bad surface, the like of which I had never previously seen. However, conditions gradually improved, and on February 20 I decided to take the car out for a trial, as I was anxious to make a preliminary test, the car not having been driven under her own power since her successful attempt on the record in February, 1931. But the moment I attempted to open out the 'Bluebird' I was thrown about badly, and had the utmost difficulty in keeping her on the course at all. As a test, therefore, nothing had been achieved, and all I had succeeded in doing was in getting myself rather badly bruised and shaken up.

A few days later, however, the weather got colder and the wind veered round to the north-east, although it did not produce a gale, the surface of the beach began to straighten out, although it never completely removed the camber to which I have previously referred. On February 24 I decided that conditions had sufficiently improved for the attempt to be made.

"Bluebird's Acceleration. The beach was smooth but very bad in places and there was a very gusty wind blowing obliquely over the course at an estimated velocity of forty miles an hour. With a view to reaching the maximum speed before entering the measured mile, I had to take as long a run as possible, which necessitated driving under the pier, but this did not present any real difficulty. With the wind slightly behind me, the 'Bluebird's' acceleration was terrific and it seemed that she covered the initial run, before reaching the measured mile, in no time at all. I was continually watching the engine revolution counter and saw how the speed was increasing until, just after leaving the measured mile, the maximum movement showed that 3,800 revolutions per minute had been reached, which I knew equalled a road speed of 273 miles per hour. Actually the car had been electrically timed to cover this mile at a speed of 267 miles per hour. As I was making an attempt on the five-kilometre record, I continued on at full throttle, although I realised that there was not too much distance left in which to pull the car up before reaching the end of the beach. As soon as I got to the end of the course, I turned the car round, not stopping to examine the tyres, and started off for the return run. Owing to the strong wind into which we were now heading, and which was blowing obliquely, a very great struggle took place to decide whether 'Bluebird' or the elements were to win. It required all my strength to hold the car steady and my hands got somewhat slippery in the process.


The wind was all this time trying to force the car off its course and towards the soft sand and the dunes, and although 'Bluebird' behaved magnificently and answered to the steering all the time, the force of the wind slowed her down to such an extent that the maximum revolution of the engine were only 3,400, or in other words 244 miles per hour. I realised at once that this run had ruined our chance of putting up the record by a considerable margin, and my surmise proved correct, as it was completed at a speed of over 241.7 miles per hour, which brought the average down to 253.9; all the same it improved the old record for this distance by slightly over eight miles per hour. During the course of this run 'Bluebird' raised the kilometre record to 251.3 miles per hour and the five-kilometre record to 241.6.

On Friday the beach was not in good shape; it was covered with ripples and was very wet. The wind was still blowing from the same quarter, though, if anything, at a slightly lower velocity than it had done on the Wednesday. We decided, nevertheless, to make another attempt, and also to attempt the ten kilometre, the five mile, and the five kilometre records at the same time. As soon as we started I realised that we were in for a very rough ride, and as the speed increased the back wheels started spinning, and at times the car left the ground altogether, which was very unpleasant. Owing to the wheel spin over 4,000 engine revolutions were recorded, which, had there been no spin at all would have meant a road speed of 287 miles per hour. Actually the time over the measured mile on this run was 257, or ten miles per hour slower than our fastest run on Wednesday. This was due entirely to the back wheels being unable to obtain proper adhesion to the sand.

#### The Second Run.

The second run was uneventful enough, except for the difficulty of keeping the car straight, due to the high wind which was blowing and to abnormal wheel spin which occurred all the way down the course. The further records achieved on that day were as follows:—The 10 kilometre record at 238.6 miles per hour, which previously stood to the credit of Italy with a speed of 162.9 miles per hour, the 5 miles at 242.7, which record was previously held by 'Bluebird' at a speed of 211—this is for the five miles, and has to be covered in the course of 1 minute 14 seconds. The 5 kilometre record was again raised, the new figures being 247.9 miles per hour. The mile and the kilometre at 259.9 and 251.3, respectively remain unchanged.

### NEXT CHANGE AT THE KING'S.



A wee bit of Scotch... but simply  
**Delicous**  
JANET GAYNOR  
CHARLES FARRELL  
It's the only Scotch Whisky that's been awarded a Gold Medal at the London Exhibition 1908.



## SHOWING TO DAY

at 2.30, 5.15, 7.15 & 9.30 p.m.

AN OUTSTANDING 1932 UNITED ARTISTS'  
SPECIAL PICTURE BASED ON DAVID  
BELASCO'S GREAT STAGE SUCCESS.



She had everything—but love!  
The world was at her feet... Admirers showered her with jewels... She had all the treasures of life—but love!  
SAMUEL GOLDWYN presents  
**GLORIA SWANSON**  
**'TONIGHT OR NEVER'**  
BASED ON DAVID BELASCO'S GREAT STAGE SUCCESS

### SHOWING SOON



SAMUEL GOLDWYN PRESENTS  
**RONALD COLMAN**  
**'ARROWSMITH'**  
HELEN HAYES  
UNITED ARTISTS PICTURE

### — ALSO —

THE STRANGEST, MOST DRAMATIC, MOST  
IMPUDENTLY DIVERTING STORY EVER TOLD

Dennis Nelson Terry and Betty Stockfeld.

## "77, PARK LANE"

LATEST 1932 UNITED ARTISTS' SPECIAL RELEASE.

IMITATED BY  
MANY.

PERFECTION  
SCOTCH

EQUALLED BY  
NONE.



Also in oval bottles and flasks.

SOLE AGENTS:  
**CANDE PRICE & CO., LTD.**  
WINE MERCHANTS  
St. George's Building, 15, Broad Street,  
Dial 20135. HONG KONG.



**The China Mail**  
Published every evening except Sunday. Annual subscription, excluding postage abroad, H.K. \$36, payable in advance. Local delivery free.

**Overland China Mail.**  
The weekly edition of the "China Mail" published every Friday. Annual subscription, H.K. \$13 including postage \$19, payable in advance.

Published by  
**The Newspaper Enterprise, Ltd.**  
Printers & Publishers.  
No. 3A, WYNDHAM STREET, HONG KONG.

TELEPHONES—  
Business Office: 20022.  
Editorial Department: 24641.  
Cable Address:—Mail, Hong Kong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Office:—S. H. Bywaters & Co., Ltd., 7, Garrick Street, London, W.C.2.

**Phone 20022**  
FOR  
**CLASSIFIED ADVERTISING**

Twenty-five words three insertions prepaid \$1.50. Every additional word five cents for three insertions.

All replies under this heading must be called for.

**FOR SALE**  
FOR SALE.—Hong Kong & Directory now on sale at the offices of the Publishers, 3A, Wyndham Street.

**"COASTWISE"**—An interesting book at cartoons depicting "Happenings" on the China Coast. Price \$1, on sale at the "China Mail" office, 3A, Wyndham Street.

**AN INTRODUCTORY HISTORY** for schools by A. H. Crook, W. Kay and W. L. Handyside. Price \$1, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

**TUITION GIVEN.**

**PRIVATE LESSONS** in English, French, Music, shorthand and Typewriting. Terms moderate. S. Aimali, 11/12, Austin Road, Kowloon.

**HOME TUITION.**

**WESTOVER—STEVENAGE** within an hour from London. In healthy neighbourhood. **SCHOOL FOR GIRLS** and **SMALL BOYS**. A few boarders received in the House of the Principal. Individual care and attention. For particulars apply to:

**MISS RUTH CULLEY**, (Camb. Higher Local, Camb. Teachers' Diploma).  
**MISS GERTRUDE TURNER**, (National Froebel Higher Certificate).

**AN INTRODUCTORY HISTORY** by A. H. Crook, O.B.E., M.A., W. Kay, M.A., and W. L. Handyside, M.A., B.Sc.  
**PRICE \$1.00.**  
NOW ON SALE AT THE PUBLISHERS  
**The Newspaper Enterprise Ltd.**  
China Mail Office.

## NEW ADVERTISEMENTS.

**THE CANTON INSURANCE OFFICE LTD.**

NOTICE TO SHAREHOLDERS.

**THE FIFTY-FIRST ORDINARY GENERAL MEETING** of SHAREHOLDERS will be held at the Offices of the Undersigned on **THURSDAY, the 19th May, 1932**, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1931.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 5th to the 19th May, 1932, both days inclusive.

**JARDINE, MATHESON & CO., LTD.**, General Agents.  
Hong Kong, 28th April, 1932.

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to sell by Public Auction

ON **FRIDAY, April 29, 1932**, commencing at 10.30 a.m., at their Sales Room, 4, Duddell Street.

A Quantity of Peiping Glass Goods, Lacquer Ware, Porcelain Ware, and Miscellaneous Goods, etc., etc.

Terms: Cash on Delivery.  
**LAMMERT BROS.**, Auctioneers.  
Hong Kong, April 28, 1932.

## SPORTS NOTICES.

**THE HONG KONG JOCKEY CLUB.**

**THE FIFTH EXTRA RACE MEETING** will be held (weather permitting) at Happy Valley on **SATURDAY, 30th April, 1932**, commencing at 1.45 p.m. The first ball will be rung at 1.15 p.m.

**MEMBERS' ENCLOSURE.** Members are notified that they and their Ladies must wear their Badges prominently displayed. No one without a badge will be admitted to the Members' Enclosure. Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (both including Tax) are obtainable through the SECRETARY upon introduction by a Member, such Member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will NOT be on sale at the Race Course. On no pretext will children be permitted in either Enclosure during the Meeting.

Tiffins are obtainable at the Club House provided they are ordered from the No. 1 Boy in advance. Telephone 21920.

**PUBLIC ENCLOSURE.** The Price of Admission to the Public Enclosure is \$2.00 including Tax, for all persons, including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted Half Price. Bookmakers, Tic Tac Men, &c., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

Tiffins will be obtainable in the Restaurant in the Public Enclosure. By Order, **S. A. SLEAP**, Actg. Secretary.  
Hong Kong, 25th April, 1932.

## GENERAL NOTICES.

### CONCERT.

**CHINA LIGHT & POWER RECREATION CLUB.**

**KING'S PARK ENCLOSURE.** Band of H.M.S. "CORNWALL" and several well-known local artists.  
**SATURDAY, 30th April, at 9 p.m.**  
Admission \$1.10 (including tax).

## LAMMERT BROS.

**AUCTIONEERS, APPRAISERS AND SURVEYORS.**

### Public Auctions

**THE** Undersigned have received instructions to sell by Public Auction

ON **FRIDAY, April 29, 1932**, commencing at 10.30 a.m., at "Harford", No. 525, The Peak.

A Quantity of **VALUABLE HOUSEHOLD FURNITURE.**

Comprising:—Teak Hatstand with Bevelled Mirror, Chesterfield Couch and Chairs, Cushions, Curtains, Carpets, Standard Lamp, Oil Paintings, Pictures, Books, Brass Ware, Ornaments, etc., etc.

Teak Extension Dining Table, Chairs, Sideboard, Glass Cabinet, E. P. Cutlery, Glass Ware, Crockery, Teak Ice Chest, etc., etc. Brass Bedsteads, Teak Wardrobes with Glass Doors, Teak Beds, Teak Dressing Table, Couches, Chest of Drawers, Linen, Cooking Utensils, etc., etc. also

A Quantity of **BLACKWOOD WARE** One Iron Safe and Stand, A Large Quantity of Pot Plants.

Terms:—Cash on Delivery.  
On View from Thursday, April 28, 1932.

Catalogues will be issued.  
**LAMMERT BROS.**, Auctioneers.  
Hong Kong, April 25, 1932.

## HONG KONG PEACE GROUP.

**Enthusiastic Meeting Yesterday.**

Renewed determination to pursue the cause of peace, emerged from a meeting of the Hong Kong Peace Group which was held at the Helena May Institute yesterday and was attended by an enthusiastic gathering of members, supporters and the general public.

Mr. F. C. Mow Fung, who was the first speaker, stated that there was no question which was more engrossing to-day than universal peace, because never before in the history of the world had there been greater need for peace. In spite of peace talk, there was no guarantee for peace. It was a common belief in the world that all our troubles to-day were the natural aftermath of the conflict of 1914-18, and that made one wonder why there should be the possibility or fear of conflict instead of a common endeavour for peace among every nation and people.

Dr. E. L. Allen said that we could not avoid asking the question "Has the League of Nations failed?" and trying to answer it. He would answer that we are witnessing to-day not the failure of the League but its virtual repudiation by the Powers which created it. It seemed to him that we would have to wait another 300 years or so before we have a clearer case of the open violation of international obligations than had been presented in the last few months.

Our civilisation is leading all the while a double life, a sort of Dr. Jekyll and Mr. Hyde existence. On the one hand was the new order which is the ideal aspect of the League, and on the other the old bad system of secret diplomacy, armed alliances, and mass-armaments, he stated.

Mr. R. A. D. Forrest said that that was a Society of Peace-Loving individuals. It found that as individuals it could contribute to the realisation of a common aim. It hoped to do its work by publicity, propaganda and individual efforts. The subscription is limited to \$2, and is intended to assist the Society's activities rather than for funds. He made an appeal for more support.

## EXCHANGES.

### TO-DAY'S QUOTATIONS.

On London	
Bank, wire .....	1/3 1/4
Bank, on demand .....	1/3 1/4
Bank, 4 months' sight .....	1/3 1/4
Credits, 4 months' sight .....	1/4 1/4
Documentary, 4 months' sight .....	1/4 1/4
On Paris	
On demand .....	585
Credits, 4 months' sight .....	635
On Berlin	
On demand .....	Nom
On New York	
On demand .....	23
Credits, 60 days' sight .....	24 1/2
On Bombay	
Wire .....	84 1/2
On demand .....	84 1/2
On Calcutta	
Wire .....	84 1/2
On demand .....	84 1/2
On Singapore	
On demand .....	54 1/2
On Manila	
On demand .....	46
On Shanghai	
On demand .....	77 3/4
Dollar .....	5 1/2 dis.
On Yokohama	
On demand .....	71 1/2
Sovereigns (Bank's buying rate) .....	1/4 1/4
Silver (per oz.) .....	17 3/16
Bar Silver in Hong Kong .....	Nom.
Copper Cash .....	Nom.
Copper Cents .....	1 1/2 prem.
Rate of Native Interest .....	3 1/2 p.a.
Chinese Sub. Coin .....	29 3/4 dis.
Hong Kong Sub. Coin Par.	

### LONDON EXCHANGES.

Rugby, Yesterday.	
Paris .....	93 1/16
New York .....	3.66 1/2
Montreal .....	4.11
Brussels .....	26.15
Geneva .....	18.85
Amsterdam .....	9.03 1/2
Milan .....	71 1/4
Berlin .....	15.40
Stockholm .....	18 1/4
Copenhagen .....	18 1/4
Oslo .....	19 1/4
Vienna .....	32 nominal
Prague .....	123 1/2
Helsingfors .....	215
Madrid .....	46 13/16
Lisbon .....	110
Bucharest .....	605
Athens .....	nominal
Rio .....	4 1/4
Buenos Aires .....	36 1/2
Montevideo .....	30 nominal
Bombay .....	1/5 15/16
Shanghai .....	1/8 7/16
Hong Kong .....	1/8 3/4
Yokohama .....	1/9 1/4
Silver Forward .....	17 1/4
Silver Spot .....	17 3/16

—British Wireless Service.

## DRAWING THE IRISH SWEEPSTAKES.

**How Electricity Helps.**

The enormous popularity which the Irish Sweepstakes have achieved is almost world-wide and in consequence, the organisation of these events calls for very careful attention to detail. Apart from the business side of the undertaking, the method of dealing with the vast quantities of tickets received has to be as efficient as is humanly possible.

As the tickets arrive at the Plaza, Dublin, where the draw takes place, they are stacked into trucks running on a light railway, and are emptied into either one or two mixing machines, each of which consists of a large rectangular box. In these the tickets are thoroughly mixed by an air draught produced by four blowers, two to each machine; these blowers are individually driven by a 3 h.p. G.E.C. motor. Next, the tickets are transferred to a large drum 22 ft. long and 7 1/2 ft. in diameter, said to weigh 7 1/2 tons, and this is slowly rotated by

## HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations, April 28, 1932.

Next Settlement Day, Tuesday, May 2, 1932.

STOCK	Buyers	Sellers	Sales	Nom.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank .....	...	...	1500	Dec.	Final Dividend 1931-32 (making 20 for 1931)	Feb. 27, 32
Chartered Bank .....	...	...	90	Dec.	Final Dividend 1931-32 (making 20 for 1931)	Mar. —, 32
Mercantile Bk., A.B. .....	...	...	18 1/2	Dec.	Final Dividend 1931-32 (making 1 1/2 for 1931)	Mar. —, 32
Bank of Asia .....	...	...	71	Dec.	Final Dividend 1931-32 (making 1 1/2 for 1931)	Mar. —, 32
Amer. O. Fin. Corp. M.S. .....	...	...	115	Dec.	Final Dividend 1931-32 (making 1 1/2 for 1931)	Mar. 31, 32
Insurances.						
Canton Ins. ....	...	...	1250	Dec.	Final Dividend 1931-32 (making 10 for 1931)	May 19, 32
Union Ins. ....	...	...	460	Dec.	Final Dividend 1931-32 (making 10 for 1931)	May 27, 32
China Underwriters .....	...	...	4	Dec.	Final Dividend 1931-32 (making 10 for 1931)	May 27, 32
China Fire Ins. ....	...	...	600	Dec.	Final Dividend 1931-32 (making 10 for 1931)	May 27, 32
H. K. Fire Ins. ....	...	...	1195	Dec.	Final Dividend 1931-32 (making 10 for 1931)	May 27, 32
International Assoc. Th. ....	...	...	4	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 30, 32
Shipping.						
Douglas .....	27	...	...	Dec.	Last dividend for 1931	...
H. K. Steamships .....	...	...	28	Dec.	Last dividend for 1931	...
Indo-China (Pref.) .....	...	...	45	Dec.	Last dividend for 1931	June 19, 32
Shells Bearer .....	...	...	32	Dec.	Last dividend for 1931	...
Union Waterboats .....	...	...	19 1/2	Dec.	Last dividend for 1931	July 6, 32
Mining.						
Benguet .....	...	...	151	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 31, 32
Kailan (Mining Ad. ..)	25 1/2	25 1/2	...	June	Final Dividend 1931-32 (making 10 for 1931)	Dec. —, 32
Langkat (Single) .....	...	...	1	Oct.	Final Dividend 1931-32 (making 10 for 1931)	May 8, 32
S'hai Exploration .....	...	...	2.10	Dec.	Final Dividend 1931-32 (making 10 for 1931)	...
Loans .....	...	...	2	Dec.	Final Dividend 1931-32 (making 10 for 1931)	...
Raubs .....	...	...	86	Mar.	Final Dividend 1931-32 (making 10 for 1931)	Feb. 6, 32
Venezuela Gold Fields .....	...	...	3	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 15, 32
Benguet Explorations .....	30 cts.	...	...	...	Final Dividend 1931-32 (making 10 for 1931)	...
Docks, Wharves, Godowns, &c.						
H. K. & W. Docks .....	148	...	...	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 10, 32
South Ch. Motors (A) .....	...	...	30 1/2	Dec.	Last dividend for 1931	...
China Provident (old) .....	...	...	3.30	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 24, 32
Hongkong .....	...	...	220	Dec.	Final Dividend 1931-32 (making 10 for 1931)	...
N. Engineering .....	...	...	6	Dec.	Final Dividend 1931-32 (making 10 for 1931)	...
Shanghai Docks .....	...	...	88 1/2	Apr.	Final Dividend 1931-32 (making 10 for 1931)	July 29, 32
Land, Hotels & Buildings.						
H. & S. Hotels (C.R.) .....	...	...	13.15	...	Final Dividend 1931-32 (making 10 for 1931)	...
H.K. Lands .....	...	...	3.40	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 15, 32
Shanghai Lands .....	...	...	34	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Apr. 8, 32
Metropolitan Lands Th. ....	...	...	10	Sep.	Final Dividend 1931-32 (making 10 for 1931)	Oct. 28, 32
H. K. Realities .....	11.60	...	16 1/2	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Feb. 29, 32
Asia Realities "A" .....	...	...	160	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 3, 32
"B" .....	...	...	25	Dec.	Final Dividend 1931-32 (making 10 for 1931)	...
Chinese Estates .....	...	...	23	Dec.	Final Dividend 1931-32 (making 10 for 1931)	...
Cotton Mills.						
Ewo Cottons .....	...	...	15	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Apr. 29, 32
Shanghai Cotton .....	...	...	75	Dec.	Final Dividend 1931-32 (making 10 for 1931)	...
Zong Sing .....	...	...	10	June	Final Dividend 1931-32 (making 10 for 1931)	Oct. 8, 32
Public Utilities.						
H. K. Tramways .....	21 1/2	21 1/2	...	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Feb. 17, 32
Peak Tram (old) .....	...	...	15 1/2	Apr.	Final Dividend 1931-32 (making 10 for 1931)	June 15, 32
Star Ferry .....	...	...	90	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Feb. 11, 32
Yamato Ferry .....	...	...	34 1/2	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Apr. 27, 32
China Light (old) .....	...	...	20.60	Sep.	Final Dividend 1931-32 (making 10 for 1931)	Dec. 31, 32
H. K. Electric .....	...	...	79 1/2	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 22, 32
Macao .....	...	...	34	Dec.	Final Dividend 1931-32 (making 10 for 1931)	...
Sandakan Light .....	...	...	12 1/2	June	Final Dividend 1931-32 (making 10 for 1931)	Mar. 3, 32
H.K. Tel. fully paid .....	...	...	38 1/2	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Feb. 25, 32
China Buses .....	...	...	24	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Feb. 8, 32
S'pore Tractors (Ord.) .....	...	...	14 1/2	Sep.	Final Dividend 1931-32 (making 10 for 1931)	...
Industrials.						
Malayan Sugars .....	...	...	21	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 4, 32
Cald. Macg. Ord. ....	...	...	14	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 27, 32
Canton Ice .....	...	...	5.05	July	Final Dividend 1931-32 (making 10 for 1931)	Oct. 9, 32
Comments (com.) .....	12.70	...	...	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 21, 32
H. K. Ropes .....	...	...	14.10	Dec.	Final Dividend 1931-32 (making 10 for 1931)	April 7, 32
China Agriculture .....	...	...	10 1/2	Dec.	Final Dividend 1931-32 (making 10 for 1931)	...
Stores, &c.						
Dairy Farm .....	...	...	98	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 2, 32
Watsons .....	...	...	15	Oct.	Final Dividend 1931-32 (making 10 for 1931)	Apr. 19, 32
Der. A. Wings .....	...	...	1	...	Final Dividend 1931-32 (making 10 for 1931)	...
Lane Crawfords (old) .....	...	...	5.80	Feb.	Final Dividend 1931-32 (making 10 for 1931)	Apr. 30, 32
Mackintosh .....	...	...	15 1/2	Feb.	Final Dividend 1931-32 (making 10 for 1931)	...
Sincere .....	...	...	17 1/2	Feb.	Final Dividend 1931-32 (making 10 for 1931)	...
Wm. Powell .....	...	...	5.35	Feb.	Final Dividend 1931-32 (making 10 for 1931)	Apr. 2, 32
Miscellaneous.						
H.K. Amusements .....	...	...	242	Mar.	Final Dividend 1931-32 (making 10 for 1931)	Sept. 30, 32
Ch. Entertainment .....	...	...	19 1/2	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 21, 32
S. C. Enterprises .....	...	...	9	Dec.	Final Dividend 1931-32 (making 10 for 1931)	...
United Theatre .....	...	...	5	Dec.	Final Dividend 1931-32 (making 10 for 1931)	...
Macao "Greyhound" .....	...	...	10	Dec.	Final Dividend 1931-32 (making 10 for 1931)	...
Constructions (Old) .....	...	...	1	Dec.	Final Dividend 1931-32 (making 10 for 1931)	...
B. Ind. G. S. Bonds .....	...	...	30 1/2	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Apr. 5, 32
H.K. Govt. Loans .....	4 1/2	...	...	...	Interest half yearly	...





# LLOYD TRIESTINO

## FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said  
Taking Cargo on through Bills of Lading  
to Fiume, Genoa, All Italian, Adriatic, Levant,  
Black Sea and Danube Ports  
Passengers to LONDON (Overland).

## NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
M.V. FUSIJAMA (cargo boat)	May 3	May 3
S.S. CONTE ROSSO (passenger boat)	May 6	May 15
M.V. HIMALAYA (cargo boat)	May 4	June 1

\* Outward voyage to Shanghai only.

Attention is called to the S.S. Conte Rosso which will make the voyage Hong Kong-Venice in 21 days thus allowing London passengers to reach destination the day after their disembarkation at Venice.

For Freight and Passages apply to—

Queen's Building,  
Tel 2927

**DODWELL & CO. LTD.**  
Agents.



## REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$79 TO \$120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.	
ASAMA MARU	Wednesday, 4th May.
SHINYO MARU	Sunday, 15th May.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	
HIKAWA MARU	Tuesday, 24th May.
HIYE MARU	Tuesday, 7th June.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.	
HAKONE MARU	Saturday, 30th April.
SUWA MARU	Saturday, 14th May.
SYDNEY & MELBOURNE via Manila & Porto.	
KITANO MARU	Saturday, 28th May.
ATSUTA MARU	Saturday, 26th June.
BOMBAY via Singapore, Penang, & Colombo.	
CALCUTTA MARU	Friday, 29th April.
IYO MARU	Wednesday, 11th May.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
HEIYO MARU	Saturday, 21st May.
NEW YORK, BOSTON via Panama.	
LIVERPOOL via Saigon, Port Said, Marseilles, Genoa & Valencia.	
TOYOOKA MARU	Friday, 18th May.
CALCUTTA via Singapore, Penang & Rangoon.	
MURORAN MARU	Friday, 29th April.
GENOA MARU	Monday, 9th May.
KOBE & YOKOHAMA.	
BENGAL MARU (calls Moji)	Thursday, 5th May.
TERUKUNI MARU	Thursday, 12th May.
DURBAN MARU	Saturday, 14th May.

† Cargo only.

For further information apply to—NIPPON YUSEN KAISHA.  
Telephone 30291. (Private exchange to all departments.)

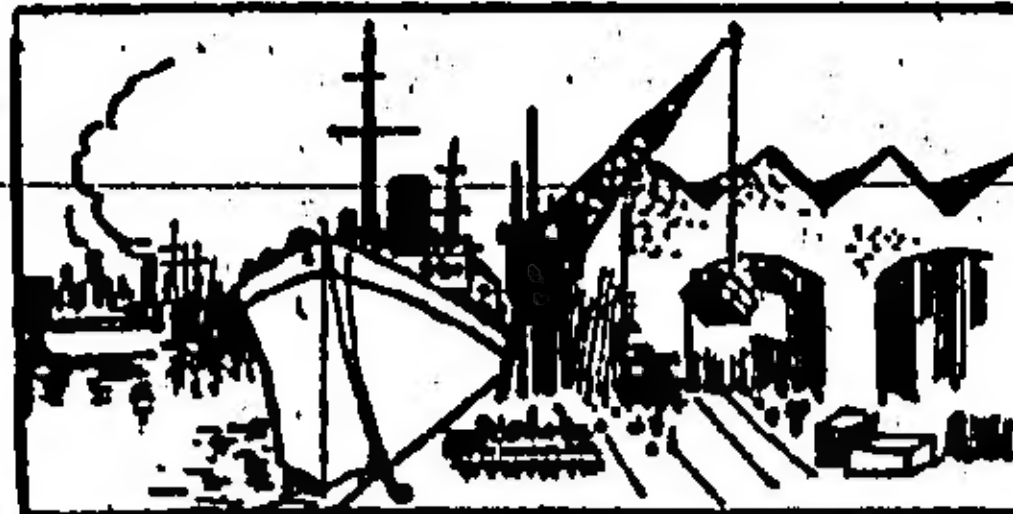
# O. S. K.

## SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Montevideo Maru	Mon.	23rd May
MOMBAASA, ZANZIBAR, DAR-SS-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Manila Maru	Fri.	7th May
MELBOURNE via Brisbane & Sydney.	Melbourne Maru	Wed.	5th May
JAPAN PORTS (Frequent Services).			
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	London Maru	Mon.	9th May
NEW YORK via Japan ports, Los Angeles & Panama Call Direct at Boston, Philadelphia & Baltimore.	Kinai Maru	Fri.	20th May
BOMBAY via Singapore, Belawan Deli & Colombo.	Celebes Maru	Wed.	4th May
CALCUTTA via Singapore, Belawan Deli & Rangoon.	Himalaya Maru	Mon.	2nd May
KEELUNG via Swatow & Amoy (8 p.m. every Sunday).	Hosan Maru	Sun.	1st May
JAPAN PORTS via Tokyo & Keelung.	Canton Maru	Sun.	8th May
TAKAO via Swatow & Amoy (Noon).	Canada Maru	Tues.	10th May

For further particulars please apply to—

**OSAKA SHOSHEN KAISHA**  
Telephone 2991.



## ARRIVALS OF SHIPS

Sunday, April 24.  
Dryden, American str., 3,567 tons,  
Capt. J. E. Fish, from Shang-  
hai. Tsun Wan Anchorage.—L.  
Everett, Inc.

Hallanger, Norwegian str., 5,714  
tons, Captain A. Abrahamson,  
from San Pedro, Lanchikok An-  
chorage.—Standard Oil & Co.

Hydra 2, Norwegian str., 823 tons,  
Captain L. Road, from Bang-  
kok, buoy No. B10.—Yong Hong  
Long.

Mao Lee, Chinese str., 1,200 tons,  
Captain Y. Watanabe, from  
Shanghai, buoy No. B11.—Yee  
Tai Hong.

New Mathilde, British str., 842  
tons, Captain R. F. Mitchell,  
from Holhow, Stonecutters An-  
chorage.—Yik Tai & Co.

Pembrokehire, British str., 4,968  
tons, Captain E. Beer, from  
Shanghai, buoy No. A1.—J. M.  
& Co.

Tainan, British str., 2,100 tons,  
Captain W. Shaw, from Amoy,  
buoy No. B15.—B. & S.

Monday, April 25.  
Adrastus, British str., 4,949 tons,  
Captain R. Lloyd, from Yoko-  
hama, Taikoo Dock.—B. & S.

Bueland, Norwegian str., 2,299 tons,  
Captain Dahl, from Hongay,  
buoy No. B28.—Wallem & Co.

Burgenland, German str., 4,321 tons,  
Captain Vogeler, from Manila,  
Kowloon Wharf.—Jebson & Co.

Calchas, British str., 6,313 tons,  
Captain J. Power, from Shang-  
hai, buoy No. A1.—B. & S.

Diomed, British str., 6,354 tons,  
Captain W. A. Turner, from  
Singapore, Holt's Wharf.—  
B. & S.

Halvard, Norwegian str., 839 tons,  
Captain M. Worsoe, from  
Saigon, buoy No. B18.—Yuen  
On S.S. Co.

Ikomasan Maru, Japanese str., 1,952  
tons, Captain T. Okada, from  
Dairen, buoy No. B23.—M.B.K.

Kittawa, British str., 708 tons,  
Captain Crosthwaite, from  
Amoy, North Point Wharf.—  
Texas & Co.

Kwaihang, British str., 1,432 tons,  
Captain Hughes, from Canton,  
buoy No. B2.—J. M. & Co.

President Jackson, American str.,  
8,377 tons, Captain J. Griffith,  
from Manila, Kowloon Wharf.  
—Dollar S.S. Line.

Tean, British str., 1,351 tons, Cap-  
tain J. Pringle, from Canton,  
Taikoo Dock.—B. & S.

Tennessee, Norwegian str., 3,492  
tons, Captain E. H. Gundersen,  
Manila, Kowloon Wharf.—  
Thorsen & Co.

Tuesday, April 26.  
Chenonceaux, French str., 8,389  
tons, Captain Pruneyre, from  
Saigon, buoy No. A5.—M. M.  
& Co.

Chung Kong, Chinese str., 447 tons,  
Captain Kwok Shau, from  
Tourane, buoy No. B8.—Yau  
Lee & Co.

Clam, British str., 4,283 tons, Cap-  
tain J. H. Armfield, from  
Shanghai, North Point Wharf.  
—A.P.C.

Georges Philippart, French str.,  
9,511 tons, Captain Vicq, from  
Shanghai, Kowloon Wharf.—  
M. M. & Co.

Halvard, British str., 1,217 tons,  
Captain A. Hall, from Saigon,  
buoy No. B9.—Wo Fat Sing.

Nagato Maru, Japanese str., 4,825  
tons, Captain Tanaka, from  
Singapore, Kowloon Wharf.—  
N.Y.K.

Prominent, Norwegian str., 1,377  
tons, Captain R. Gjertsen, from  
Saigon, buoy No. A10.—Nam  
Tai Loong.

Protesilaus, British str., 6,118 tons,  
Captain V. P. Williams, from  
Shanghai, buoy No. A4.—  
B. & S.

Rheinfeld, German str., 3,921 tons,  
Captain Paschauer, from Miri,  
Kowloon Wharf.—Jebson & Co.

Sidajoe, Dutch str., 1,001 tons,  
Captain Niemendijk, from  
Sanarinda, Yaukati Anchorage.—J.C.J.

Suiyang, British str., 1,594 tons,  
Captain Byrne, from Canton,  
buoy No. B15.—B. & S.

Van Houten, Dutch str., 2,745 tons,  
Captain H. Schander, from  
Singapore, buoy No. A8.—  
J.C.J.

## CLEARANCES

Monday, April 25.  
Calchas, for Singapore.  
Hydrangea, for Swatow.  
Kidderpore, for Canton.  
Mao Lee, for Canton.  
New Mathilde, for Whampoa.  
Pleasantville, for Los Angeles.  
Tsinan, for Canton.  
Tinhow, for Saigon.

Tuesday, April 26.  
An Lee, for Dairen.  
Ardent, for Bangkok.  
Burgenland, for Shanghai.  
Chenonceaux, for Shanghai.  
Chipshing, for Canton.  
Diomed, for Shanghai.  
Dryden, for Manila.  
Georges Philippart, for Saigon.  
Haining, for Swatow.  
Heian Maru, for Shanghai.  
Sidajoe, for Canton.  
Sunkong, for K.C. Wan.  
Tennessee, for Shanghai.  
Tjisandane, for Manila.  
Tonkin, for K.C. Wan.

## STEAMERS' MOVEMENTS.

The P. & O. s.s. Bangalore left  
Singapore for this port on April  
26 at noon, and is due here on  
April 30 at about 4 p.m.

The R.M.S. Empress of Japan  
arrived at Shanghai on April 26  
(Tues.) at 5.30 p.m., left there  
yesterday at 1 p.m., and is due  
at Hong Kong to-morrow at 9 a.m.  
She leaves for Manila to-morrow  
at 10 p.m.

The R.M.S. Empress of Asia left  
Vancouver for Hong Kong, via  
Japan ports and Shanghai on April  
23, and is due at Hong Kong on  
May 11. She leaves for Manila  
on the same evening.

The m.v. Javanese Prince from  
New York sails from Shanghai  
this afternoon and is expected  
here on May 1 at daylight.

## HARBOUR OFFICE.

### Freight Figures

Good.

The Harbour Office Reports for  
the 24 hours ended 9 a.m. yester-  
day gave a free movement of ves-  
sels with a high tonnage.  
Freights were up to the mark, both  
the inwards and throughs reaching  
five figures. The tonnage entered  
was 42,013.

There were 11 inward regis-  
tries, of which four were British  
and seven of four figures, while  
of the nine throughs, three were  
British and five of four figures.

Passengers entered during the  
period included 151 Europeans and  
1,416 Asiatic deck, British vessels  
carrying 497 out of the total in  
all classes.

Details follow:—

Nationality	Arr. H'Kong	Dep. Through	Cargo Tons
British	6	6,149	7
Dutch	2	8,352	2
German	1	3,820	1
French	2	230	3
Norwegian	1	1,720	2
Japanese	2	1,699	2
Chinese	1	170	2
American	—	—	—
Totals	15	22,140	20

## SUBMARINE IS QUARANTINED.

Swatow, Yesterday.  
Shortly after the arrival at  
Swatow of the submarines Osiris,  
Olympus and Perseus, the first  
named hoisted the hospital flag and  
is now moored some distance from  
the other two. It is believed that  
there is an outbreak of diphtheria  
on board.

## POST OFFICE NOTICE.

### INWARD MAILS.

THURSDAY, APRIL 28.	
Japan, Shanghai and Europe via Siberia (London, April 7) .....	Calcutta Maru
FRIDAY, APRIL 29.	
Manila .....	President Taft
Japan, Shanghai and Europe via Siberia (London, April 8) .....	Hakone Maru
Canada, U.S.A., Honolulu, Japan and Shang- hai (Vancouver, B.C., April 9) .....	Empress of Japan
Europe via Negapatam (Letters only, Lon- don, March 31) .....	Hakozaki Maru
SATURDAY, APRIL 30.	
Shanghai and Swatow .....	Shantung
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles .....	Bangalore
Calcutta and Straits .....	Yuen Sang
Europe via Negapatam (Papers only, Lon- don, March 31) .....	Afrika Maru
U.S.A., Honolulu, Japan and Shanghai (San Francisco, April 1) .....	President Pierce

### OUTWARD MAILS.

THURSDAY, APRIL 28.	
Saigon .....	Shun Chin
Samshui and Wuchow .....	Tai Hing
Hothow .....	New Mathilde
FRIDAY, APRIL 29.	
Japan .....	Hakozaki Maru
Swatow, Amoy and Foochow .....	Hai Yang
Bangkok .....	Bintang
Manila .....	Empress of Japan
Japan, Canada, U.S.A., C. and S. America and Europe via Vic- toria, B.C. ....	

President Taft (Due Victoria, B.C., May 17.)	
Parcels .....	Apr. 29, 8 p.m.
Registration .....	Apr. 29, 4.15 p.m.
Letters .....	Apr. 29, 5 p.m.
President Taft (Due Victoria, B.C., May 17.)	
Parcels .....	Apr. 29, 5 p.m.
Registration .....	Apr. 29, 4.15 p.m.
Letters .....	Apr. 29, 5 p.m.

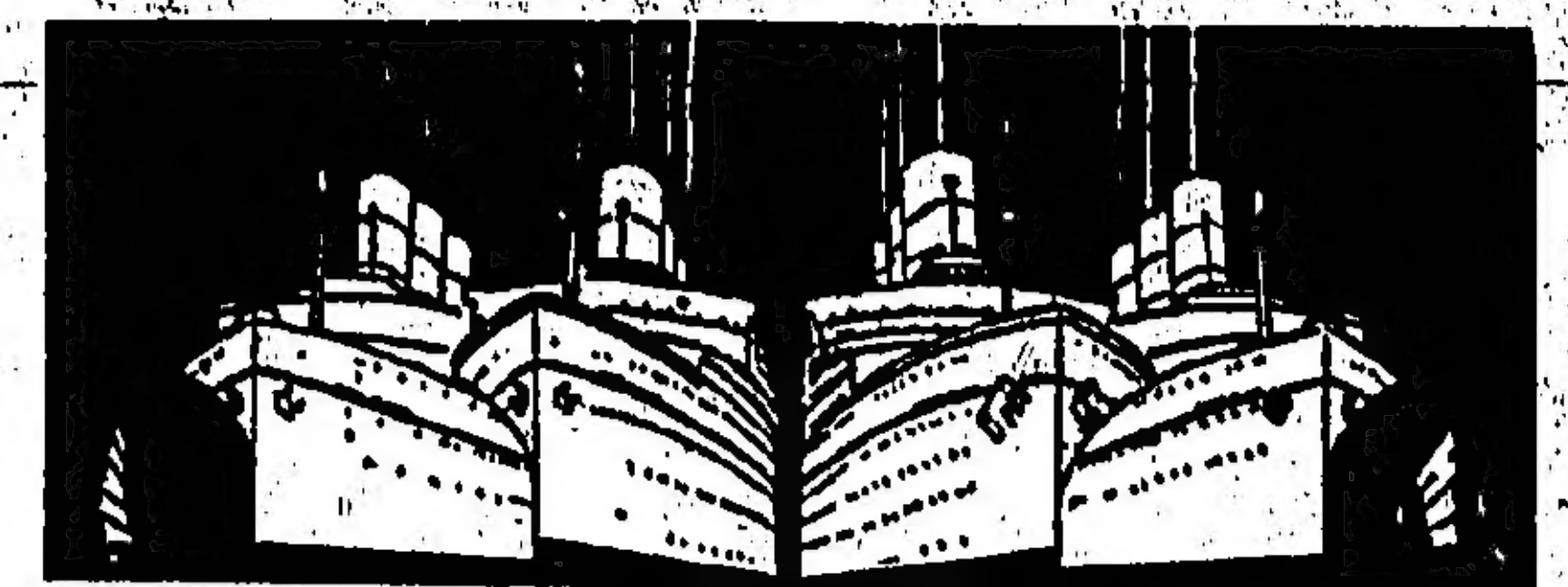
Shanghai and Europe via Siberia	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles .....	

K.P.O.	
Registration .....	Apr. 29, 4.30 p.m.
Letters .....	Apr. 29, 4.30 p.m.
Straits and Calcutta .....	

Manila, Rabaul, Australia & New Zealand via Brisbane .....	Nellore
(Due Brisbane, May 17.)	
Parcels .....	Apr. 29, 5 p.m.
Registration .....	Apr. 30, 8.40 a.m.
Letters .....	Apr. 30, 10.30 a.m.

SATURDAY, APRIL 30.	
Calcutta .....	2.30 p.m.
Manila .....	2.30 p.m.

\* Superspeeded Carriers subject only.



## ARISTOCRATS OF THE PACIFIC "EMPRESSES"

### EXCEPTIONAL LOW ROUND TRIP SUMMER FARES

From Hong Kong	1st Class	Tourist Cabin
To Honolulu and Return	From G\$420	From G\$300
To Victoria and Vancouver and Return	G\$540	G\$345

	Hong Kong Leaves	Hongkang Leaves	Nagasaki Leaves	Kobe Leaves	Yokohama Leaves	Honolulu Leaves	Vancouver Arrive
Emp. of Japan	May 6	May 9		May 11	May 13	May 19	May 24
Emp. of Asia	May 20	May 23	May 24	May 26	May 28	June 4	June 10
Emp. of Canada	June 3	June 6	June 8	June 10	June 12	June 16	June 21
Emp. of Russia	June 17	June 20	June 21	June 23	June 25	July 4	July 10
Emp. of Japan	July 1	July 4		July 6	July 8	July 14	July 19
Emp. of Asia	July 15	July 18	July 19	July 21	July 23	Aug. 1	Aug. 6
Emp. of Canada	July 29	Aug. 1		Aug. 3	Aug. 5	Aug. 11	Aug. 16
Emp. of Russia	Aug. 12	Aug. 15	Aug. 16	Aug. 18	Aug. 20	Aug. 27	Sept. 2
Emp. of Japan	Aug. 26	Aug. 29		Aug. 31	Sept. 2	Sept. 8	Sept. 13
Emp. of Asia	Sept. 9	Sept. 12	Sept. 13	Sept. 15	Sept. 17	Sept. 22	Sept. 28
Emp. of Canada	Sept. 23	Sept. 26		Sept. 28	Sept. 30	Oct. 6	Oct. 11

### HONG KONG—MANILA.

Empress of Japan	Leave Hong Kong	Arrive Manila
Empress of Asia	Fri., Apr. 29 at 10 p.m.	May 1
Empress of Asia	May 11	May 13

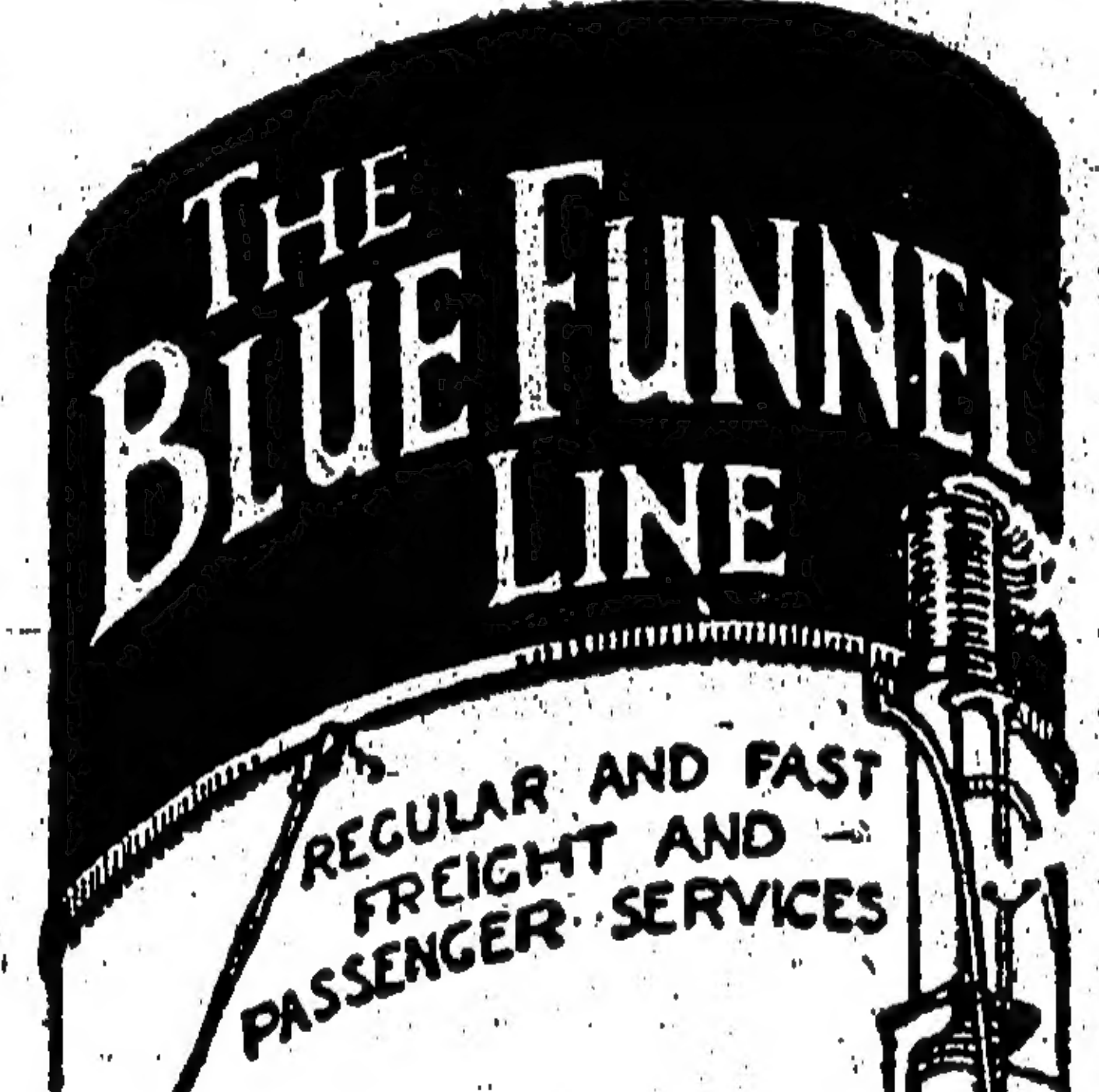
For passengers wishing to travel economically on a limited budget to Canada, U.S.A. or Europe, it will be well worth while to ask about the

### TOURIST CABIN SERVICE.

For further information please apply to:

## CANADIAN PACIFIC

Telephones: Passenger Dept. 20752. Freight 20042.



### LONDON SERVICE.

"ANTENOR"	11th May	For M'les, L'don, H'ul, Rotterdam and Glasgow
"PHILOTTETES"	17th May	For London, B'dam and H'burg
"TEUCER"	18th May	For Liverpool & Havre
"ATREUS"	2nd June	For Liverpool, and Havre

### NEW YORK SERVICE.

"ADRASTUS"	11th May	For Boston, New York, and Baltimore via Philadelphia, Port Swettenham and Singapore
------------	----------	---

### PACIFIC SERVICE.

"PROTESILAUS"	5th May	For Victoria, Vancouver and Seattle
"IXION"	4th June	For Victoria, Vancouver and Seattle

### INWARD SERVICE.

"HECTOR"	Dec 23rd Apr.	For Shanghai, Taku and Dairen
"MENTOR"	Dec 2nd May	For Shanghai, Kobe & Yokohama

Specially reduced fares are quoted for cargo steamers with limited passenger accommodation.  
For freight, passage rates and information apply to the undermentioned.  
All bookings are subject to the provisions of the Company's Bill of Lading.

### Butterfield & Swire.

Agents.

## TRAVEL A.O. LINE.

To AUSTRALIA. Calling at Manila (P. I.), Thursday is. Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE, TAIPING (SUNDAY)

FASTEST AND MOST UNTO-DAY STEAMERS IN THE SERVICE.  
ELECTRIC LAUNDRY, BAKERY SHOP, SUNDRIES AND STEWARDESSE CARRIED.  
Baby Van Sleeps in Australia and New Zealand. Hong Kong, Sydney—10 Cans.

FIRST CLASS FARE TO SYDNEY, RETURN LONDON (via Australia) from £10.15.0. (Including Port and Taxes)

STRANER

STRANER	Departure Date	Leave Hong Kong	Leave Manila	Leave Sydney	Leave London
TAIPING	May 10	May 25	May 25	May 25	May 25
CHANGTE	June 10	June 25	June 25	June 25	June 25
TAIPING	July 10	July 25	July 25	July 25	July 25
CHANGTE	Aug. 10	Aug. 25	Aug. 25	Aug. 25	Aug. 25

## AUSTRALIAN-ORIENTAL LINE LIMITED

Head Office: 10, Raffles Place, Singapore.



# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER STEAMERS.

## TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*ALIPORE	5,300	2nd May Noon	Straits, Colombo & Bombay.
RANPURA	17,000	7th May Noon	Bombay, Marseilles & London.
†*SOMALI	5,300	14th May	Bombay, Marseilles, London, Havre, H'burg, R'terdam, Antwerp & Hull.
CHITRAL	18,000	21st May	Bombay, Marseilles & London.
*KIDDERPORE	5,300	31st May	Straits, Colombo & Bombay.
RANCHI	17,000	4th June	Bombay, Marseilles & London.
†*BANGALORE	5,300	11th June	Bombay, Marseilles, London, Havre, H'burg, R'terdam, Antwerp & Hull.
NALDERA	16,000	18th June	Bombay, Marseilles & London.
KAISAR-I-HIND	12,000	2nd July	Bombay, Marseilles & London.
†*BHUTAN	5,000	9th July	Bombay, Marseilles, London, Havre, H'burg, R'dam, A'werp & Hull.
RAJPUTANA	17,000	16th July	Bombay, Marseilles & London.
MANTUA	11,000	30th July	Bombay, Marseilles & London.
†*SOUDAN	5,000	6th Aug.	Bombay, Marseilles, London, Havre, H'burg, R'terdam, Antwerp & Hull.
RAWALPINDI	17,000	13th Aug.	Bombay, Marseilles & London.
RANPURA	17,000	27th Aug.	Marseilles & London.
MALWA	11,000	10th Sept.	Bombay, Marseilles & London.

\* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Con-  
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the  
Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

TAKADA	7,000	1932. 10th Apr.	Singapore, Penang & Calcutta.
SIRDHANA	8,000	17th May	
TILAWA	10,000	25th May	

B.I. Apcar Line steamers have excellent accommodation for  
1st and 2nd class passengers.

## EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	7,000	1932. 10th Apr.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
TANDA	7,000	17th May	
NANKIN	7,000	25th May	

Regular monthly sailings from Hong Kong to Shanghai and Japan  
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.  
Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London and  
The P. & O. Branch Service of steamers to London via Suez.  
The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

*BANGALORE	6,500	1932. 1st May	Shanghai, Kobe & Yokohama.
RANCHI	17,000	8th May	
TILAWA	10,000	15th May	
TANDA	7,000	22nd May	Shanghai, Kobe, Osaka & Yama.
TALMA	10,000	29th May	
NALDERA	16,000	5th June	
*BHUTAN	6,000	12th June	Shanghai, Kobe & Yokohama.
SANTHA	8,000	19th June	
KAISAR-I-HIND	12,000	26th June	
NANKIN	7,000	3rd July	Shanghai, Kobe, Osaka & Yama.
RAJPUTANA	17,000	10th July	
*SOUDAN	5,000	17th July	

\* Cargo only.

All dates are approximate, and subject to alteration without notice.  
All Cabins are fitted with Electric Fans or Pumps, Louvre System.  
Steamers on London and Australian Lines are fitted with Wireless.  
Passengers measuring not more than 6 ft. 6 in. will be received at the Com-  
pany's Office up to noon on the day previous to sailing.  
For further information, Passengers, Freight, Handbills, etc., apply to—  
**MACKINNON, MACKENZIE & CO.**  
P. & O. Building, Cornhill, E.C. 4, Hong Kong. Agents.

## TROUBLE ON A SHIP.

### Razor Used in Forecastle Quarrel.

#### SHANGHAI COURT CASE.

At H. B. M. Police Court on April 19, before Mr. C. H. Haines, Alexander Cameron, ship's fireman, was charged with having at 11.30 p.m. on April 18 on board the British seamer Silkworth, then lying at Nos. 4 and 5 buoys in Shanghai harbour, assaulted another fireman, named Emmanuele Vacallo, with a razor causing him grievous bodily harm.

Sitting on the Bench with Haines was Mr. Hughes, Shipping Consul. Mr. Victor Priestwood, Crown Advocate, conducted the prosecution.

Complainant, who is a Maltese, appeared in Court with his throat swathed in bandages while the upper part of the body of the accused, who was dressed only in a shirt and trousers, was smeared with blood.

Evidence was given by Captain Blacklock, Master of the Silkworth, James Jarvis, a fireman, and Detective-Sergeant Willis. Scene in Forecastle.

Complainant said accused cut his throat the previous night in the fore-castle of the Silkworth. The witness had been sick for three days and was lying in his bunk when accused came in. He was drunk and came to witness's bed and shook him. Witness asked him what was the matter and got up and sat on his bunk. Accused said "I don't care for anybody; I don't care for you." The other firemen present told witness not to take any notice of what he was saying. Accused then took out a razor. Witness believed he took it from inside his bed. He opened it and said "I'll cut you with this" and put it against witness's neck. Witness thought he was joking and told him to put it down adding that he was not afraid of him. Thereupon accused slashed witness's throat. Witness shouted "I am sorry I did that. It was my temper." He then said "Cut me the same way" but witness refused. He caught accused by the neck of his shirt and took him to the steward's cabin but could not find the steward. He saw the chief mate who asked what was the matter. Witness replied "Look at what is the matter" and the chief mate replied "Leave him alone." Witness then knocked at the captain's cabin door, but no one came. Witness told the chief mate that he was going to take accused to the police. A launch came to the gangway and he pulled accused on to it. The launch went ashore and they walked to the Roma Italian Cafe. The proprietor spoke Italian and witness asked him to give him something to wrap up his throat. The proprietor telephoned to the police and bandaged witness's throat. Accused was with him in the Cafe and when the police came they took witness to the hospital.

Asked by Mr. Haines the nature of his illness, complainant said he had a "shout in his belly" (laughter). Asked to explain himself he said he had wind in his stomach and a pain in his legs.

#### Ill-feeling About Duty.

In reply to Mr. Priestwood, complainant said about 5.30 p.m. earlier in the evening accused came to him and quarrelled with him. It was had previously been in the Maltese watch, but the second engineer had told him to join accused's watch. Accused said witness was to stay in his old watch and not to join his. Witness referred him to the second officer.

Accused: "When I used the razor on you what did you use on me?"

Complainant: You liar.

Mr. Haines: Did you use any thing on him?

Complainant: No, sir.

Accused made a statement in which he alleged that he cut complainant's throat in self-defence during a struggle in the mess-room.

Mr. Haines said that he must give accused the maximum punishment which he was entitled to give him viz., three months' imprisonment with hard labour.

## HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (\*), when they should be subtracted from the depths.

April 26 to May 2, 1932.

Date	High Water Standard Ht.	Low Water Standard Ht.
April 26	12 30 00	15 30 00
27	12 30 00	15 30 00
28	12 30 00	15 30 00
29	12 30 00	15 30 00
30	12 30 00	15 30 00
1 May	12 30 00	15 30 00
2	12 30 00	15 30 00

## CONSIGNEES

### BLUE STAR LINE.

#### NOTICE TO CONSIGNEES.

Steamer,

#### "GAELIC STAR"

From ANTWERP, HAMBURG,  
ROTTERDAM, SWANSEA  
NEWPORT & PORTS.

Consignees of Cargo, are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 7th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

In the case of dutiable goods, Consignees are requested to inform The Imports & Exports Office that they have such cargo for examination.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hong Kong, 22nd April, 1932.

## CAPTAIN CAVALLE DROWNED.

### Body Found In Hooghly River.

Calcutta, April 7.

The body of Captain A. J. Cavalle, a Devonshireman, Master of the coasting vessel Nizam, was found floating in the Hooghly River this morning.

Captain Cavalle disappeared after a dance on Saturday night.

## KAIPING HOUSEHOLD COAL

In Lots of not less than 1/2-ton.

Delivered to Peak District (above Bowen Road), \$23.00 per ton.

Delivered to Bowen Road and Lower Levels, \$21.00 per ton.

Delivered to Pokfulam Road, \$23.00 per ton.

Delivered to Kowloon, \$19.00 per ton.



Orders should be sent in writing at least 24 hours before the Coal is required.

All orders must be accompanied by Cash, Cheque, or Comprode Order payable to "The Kaiping Mining Administration."

## THE KAILAN MINING ADMINISTRATION.

Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

## THE HONGKONG & WHAMPOA DOCK CO., LTD.

### HEAD OFFICE AND WORKS:

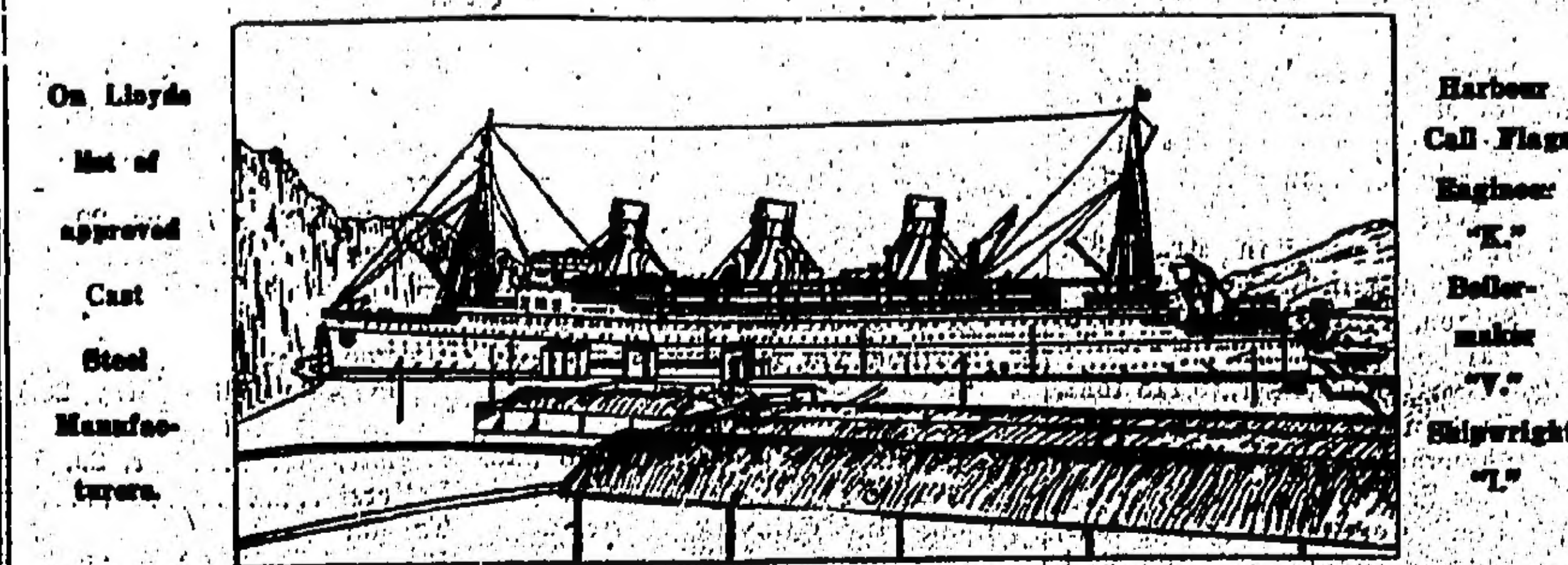
Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG HONG KONG OFFICE 1932.

KOWLOON DOCK 1932.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND

ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS,

FORGE MASTERS, WELDERS AND ELECTRICIANS.



## T.S.S. "EMPERESS OF JAPAN"

In No. 1 Dock. Dimensions:—447'0" O.A. 135'0" x 45'0" M.D. 28,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The Dimensions of No. 1 Dock are 400'0" x 200'0" x 30'0" deep. S.W. 10'0" O.S.T.

Salvage by "Heavy Machinery" 2,000 Tons. Wireless Call Signal V.P.A.T. and Flag

Call Signal T.S.S. Steamers available at HK\$100 tons.

Cable Used: A.L.A.C. Fifth Edition. Engineering, Fifth and Sixth Editions.

Wireless (Radio) Master and Watchman.

Kinds and quantities in the Office Manager.

L.M. WHEELER, M.I.M.E., London Dock, Hong Kong.



REDUCED ROUND TRIP RATES

To CANADA AND UNITED STATES

## ALL YEAR ROUND TRIP TICKETS —

TO VICTORIA (CANADA).

and RETURN ... G\$630.00 VANCOUVER (CANADA).

SEATTLE (U.S.A.).

and RETURN ... G\$656.00 SAN FRANCISCO.

LOS ANGELES.

Time Limit. — One Year.

## SUMMER ROUND TRIP TICKETS —

TO VICTORIA (CANADA).

and RETURN 1ST CLASS ..... \$540.00 VANCOUVER (CANADA).

SPECIAL CLASS ..... G\$300.00 SEATTLE (U.S.A.).

and RETURN 1ST CLASS ..... G\$562.00 SAN FRANCISCO.

SPECIAL CLASS ..... G\$345.00 LOS ANGELES.

Summer Round Trip tickets will be on sale during the months of June, July and August, 1932. Return limit December 31.

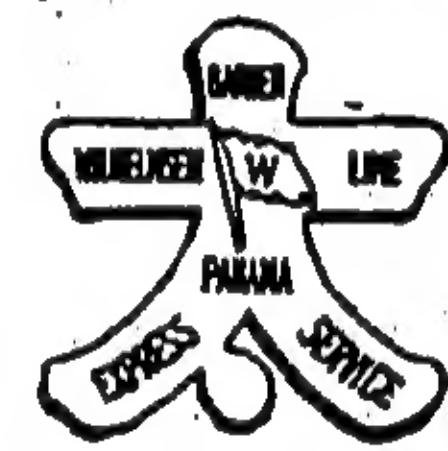
SPECIAL CLASS cabins are available on all "President

Liners" to Seattle at fortnightly intervals, and on our splendid new "PRESIDENT HOOVER" AND "PRESIDENT

COOLIDGE" to Honolulu, San Francisco, Los Angeles, Panama Canal, thence to New York.

We shall be glad to furnish further information on request.

## DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE



## BARBER WILHELMSSEN LINE

THE PREMIER ALL WATER ROUTE TO NEW YORK  
and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York.

For Passenger and Freight information please apply:—

## DODWELL & CO., LTD.

Queen's Buildings. Telephone 25021. Agents.

## BRITISH WUCHOW LINE

SAILING DATES FOR APRIL, 1932 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer	Leaves Hong Kong.	Arrives Wuchow.	Leaves Wuchow.	Arrives Hong Kong.
TAI HING	THURS. 28th	SAT. 30th	SUN. 1st	MON. 2nd
TAI MING	SAT. 30th	MON. 2nd	TUES. 3rd	WED. 4th

Regular Service of Fast, High Class River Steamers having good accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.

Ports of Call—Samsoh, Shuangshing, Tachien & Deobing.

Passes Return (not including meals): \$30.00.

Meals and Wine are to be obtained on board.

Hong Kong Arrivals & Departures from Tai Hing Wharf.

For information apply to—

SANG WO & CO.



# THE MOTORISTS' PAGE

OPPEL  
MOTOR  
CARS

## BULLETIN

THE FIRST SHIPMENT OF THESE 4-CYLINDER AND 6-CYLINDER UP-TO-THE-MINUTE MOTOR CARS HAS JUST BEEN RECEIVED BY THE DRAGON MOTOR CAR COMPANY, LTD., 33, WONG NEI CHUNG ROAD, HAPPY VALLEY. THE PUBLIC ARE CORDIALLY INVITED TO TELEPHONE 30228 OR CALL FOR A DEMONSTRATION.

PRODUCT OF GENERAL MOTORS

## RUNNING-IN IS WORTH WHILE

Why it Pays to Nurse a New Car During The First 500 Miles or More

No piece of mechanism works so well when brand new as it does when it has been running for some considerable time; this discrepancy is particularly noticeable in the case of a car. No matter how carefully the various working surfaces are finished, nor how accurately they may be put together, they cannot achieve really free running until the car has been driven for quite a considerable mileage. The period usually allotted to what is known as "running-in" is about 500 miles, but, as The Motor thoughtfully points out, in actual fact it pays to continue the nursing process until double this distance has been covered.

### Difference to Durability.

A point which many owners/drivers fail to realise is that the full benefits derived from running-in a new car with care are not made manifest until it has covered 10,000 miles or so. At this stage an engine which has been treated carefully will be commencing to give trouble in various directions, notably by consuming more oil than seems reasonable, while one which was driven with circumspection early in its life will be running as well as ever. Furthermore, there is usually quite a big difference in the smoothness and quietness with which an engine runs after 10,000 miles according to whether or not it was treated properly at the beginning.

During the process of running-in, what actually happens is that all the working surfaces gradually become polished to a mirror-like finish, tiny excrescences left when they were machined being rubbed off one against the other. Simultaneously, the surfaces of the soft white-metal bearings used to carry the crank-shaft and also to line the big-ends of the connecting rods become consolidated by pressure, just as a gravel road can be squeezed and smoothed by a heavy roller.

In the end the pistons and bearings which worked so stiffly at the commencement will run quite freely, so reducing friction to a minimum. At the same time, the surfaces will be in a proper condition to work for long periods without undue wear.

The reason that care must be taken when driving a new car is that until these various effects upon the bearing surfaces are produced their stiffness renders them particularly susceptible to damage from overloading or overspeeding. A little thought will show clearly that the amount of heat generated in a stiff bearing depends both upon the load pressing the surfaces together and the speed at which rubbing takes place.

### Simple Driving Rules.

Bearing these points in mind, it is quite easy to deduce the rules which should govern a driver when handling a brand-new car. In the first place, he must at all costs limit his speed to a reasonable figure; for most cars this will be, at first, 30 m.p.h., on top and, perhaps, 20 m.p.h. on the next indirect gear. He must also avoid full-throttle hill-climbing; for example, if a fairly steep gradient is being tackled it is better to climb it at 16-20 m.p.h., on "third," using half throttle, than at a similar speed on "top" using full throttle with the engine labouring heavily.

As the mileage increases it is permissible gradually to augment the load imposed upon the engine; indeed, if one does not do so, running-in may take an interminable time. Thus, after 250 miles or so one can raise the top gear speed to 35 m.p.h. and can indulge in occasional bursts up to 40 m.p.h. Even higher speeds will do no harm so long as they are not maintained for more than, say, half-a-minute at a time. This gradual increase in loading can be carried on as the miles build up, the aim being that eventually, when a distance of 1,000

miles has been covered, the car is capable of being used quite freely.

It will be seen that this procedure forms a sharp contrast to the erroneous method so often pursued in which the owner scrupulously avoids exceeding 20 m.p.h. for 500 miles and then suddenly commences to use his car as though it were fully run-in. The probability is even this period of running at such a low speed will not have freed the working parts to any important extent, so that the trouble taken is largely wasted.

Before concluding, it is worth noting that, although these remarks have been applied mainly to the engine, there are many other bearings throughout the car which benefit from care in running-in. Thus, any rough places will be gradually removed from the gears and shafts in the gearbox and back axle, until the whole mechanism works smoothly. A certain amount of abrasion must naturally occur, go that it is a very good plan to drain the oil from the engine, gearbox, and back axle at the end of 1,000 miles, then having these important components flushed out before refilling them with fresh, clean lubricant. As gearbox and axle oils are usually thick and intractable it is a good plan to tackle the draining of these components just after a long run when the lubricant is thin.

Finally, the use of an upper cylinder lubricant must be mentioned as this is especially valuable during the running-in period when the pistons are tight and the new bearings are not throwing much oil up into the cylinders. Entering the engine by way of the inlet valve, such lubricants go directly to the working surfaces of the cylinder bores. In any case it must be remembered that to secure a reasonably free circulation of oil before setting forth in the morning the engine should be allowed to warm up for some time—at least five minutes in cold weather.

## THOSE SMALL CARS!

The proud owner of the baby car offered to take a friend for a ride into the country. The offer was accepted, and off they went at a very fair pace.

After some considerable time the friend turned to the driver and said: "I say, old man, when do we reach the country?"

"Country?" replied the other. "Why, we are in the country now."

"But hang it all," said the passenger, "all I have seen is that beastly high wall on either side of us for miles now."

"Wall, indeed," said the owner, "that's the kerb!"

## TYRE WEAR.

There are a number of contributory factors which may cause or assist premature tyre wear, and it is only by eliminating each possibility that the actual cause of the trouble may be definitely located. Wheel alignment is most important. The correct track of the front wheels is such that they point inwards  $\frac{1}{2}$  in.—in other words, measurements taken between the rear edge and between the front edge of the front wheels at axle height should vary to that extent, the greater measurement being at the rear. Care must be exercised to take these measurements equidistant from the ground in both instances. Also make sure that the wheels are true. In the event of any discrepancy, alteration is quite easily effected by either shortening or lengthening the steering track rod, which provided with suitable adjustment for this purpose.

Further, you should satisfy yourself that the front axle has not been bent in any way, and that the front spring anchorage is intact—the U bolts being perfectly tight.

The next point which should receive attention is the steering mechanism, for you will appreciate that if the joints are at all slack there may be a tendency for slight wheel wobble to take place, which is in itself a direct cause of wear on the front tyres. Provision for adjustment is made, which you will find detailed on pages 38-37 of the Car Manual.

Finally check over the wheels for correct tracking by holding a string line, held taut, against front and rear wheels on each side, when any discrepancy can be detected.

Slightly greater wear on the outside edges of balloon tyres is quite normal, due to the comparatively low inflation pressure, and the near-side wheel being continually run on the amber of the road. Therefore, to balance any tendency in this direction we always recommend that the near-side tyre be changed periodically to the off-side, and vice versa.

Possibly you will consider the foregoing suggestions rather formidable but, naturally, they may not all be applicable in your particular case! We are confident that if you will investigate them you will have no difficulty in locating the actual cause of the rapid tyre wear. We shall be interested to learn in due course whether you have been successful.

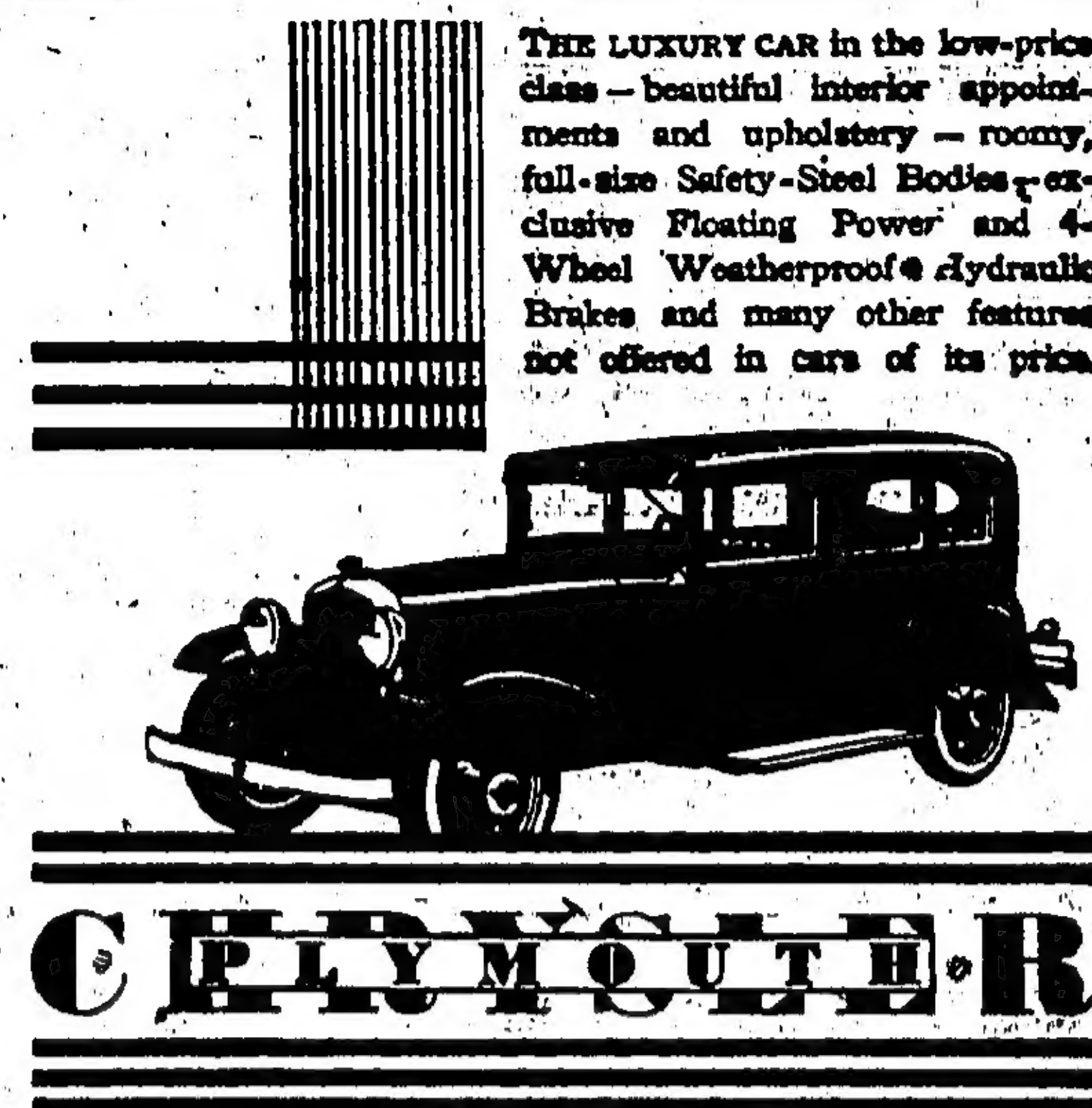
The petrol tax yield in the United States approximated \$25,000,000 dollars in 1931.

adopted and shock absorbers are fitted to front and rear axles.

Four-wheel brakes operate on drums ten inches in diameter. Other points include self-aligning steering, all connections rubber-mounted, a give long life and freedom from rattle, and front and rear bumpers.

As already stated, the chassis has a wheelbase of 77 in. and a track of 54 in., which enables a very

The price of the new car will not float type, and the clutch is a dry single plate. The engine is a Transverse springing has been very near the 4100 mark.



CARS NOW ON DISPLAY AT  
THE NATIONAL MOTOR CAR CO.

71, 73 & 75 Hennessy Road, Wanchai.

Telephone 27914.

## FORD MAKES RECORD RUN IN GERMANY.

Heavy Duty Test Gives  
Car Prestige.

## LONG MILEAGE COVERED.

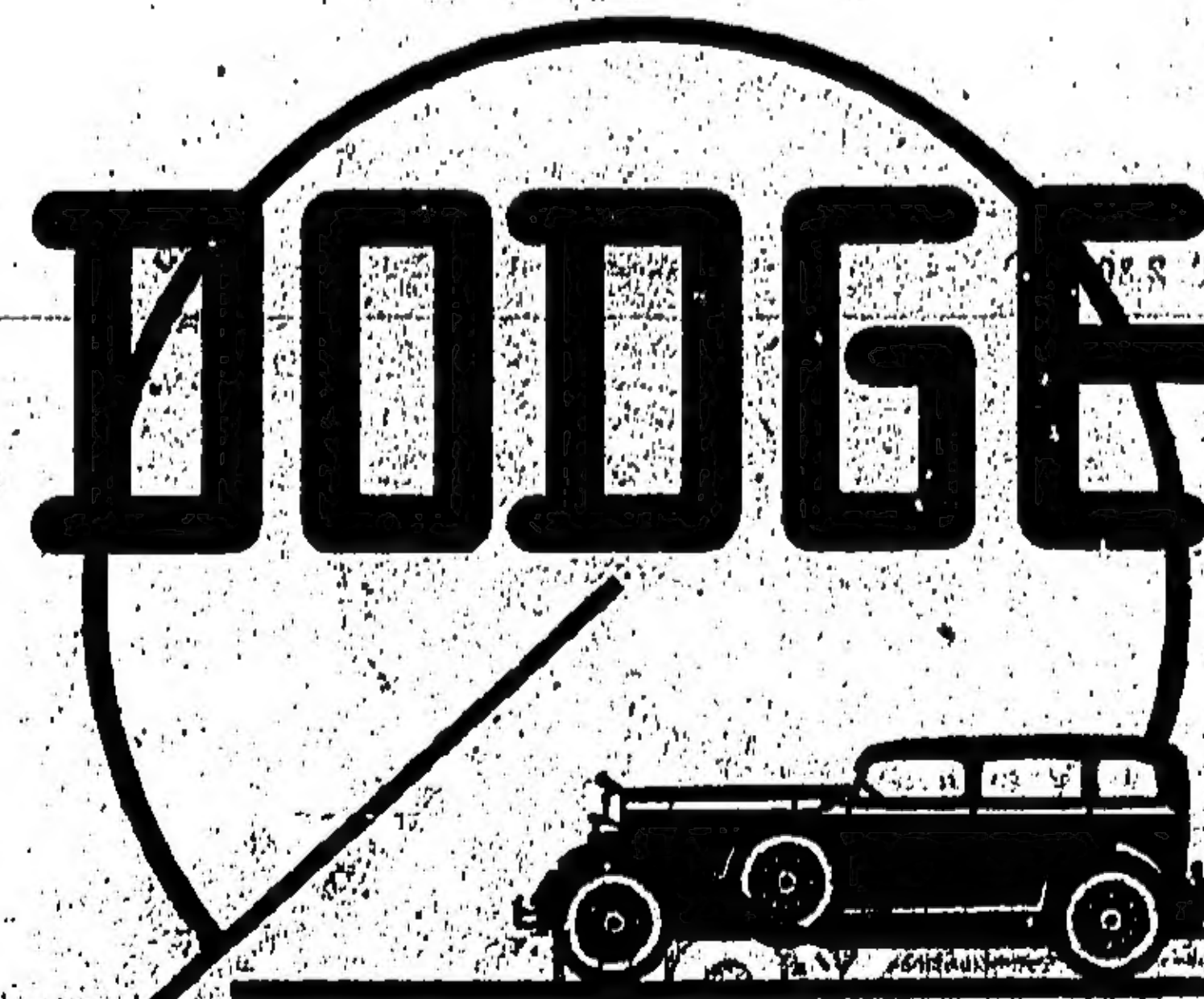
More than 620 miles a day for 100 consecutive days over some of the worst roads in Germany was a recent achievement of a Model A Ford standard Tudor car. Designed only to show the ability of a Ford to withstand the shocks and abuse of a long journey under exceptionally difficult driving conditions, the run was not intended to be a non-stop test and the car was halted three times daily to be checked.

In the course of the run, the Ford circled through Berlin, Potsdam, spare wheel.

Munich, Frankfurt, Hanover and Hamburg, more than 50 times over a route notorious through Europe for its miserable stretches, its dangerous hairpin curves, and its steep grades. In spite of these obstacles and some of the worst weather experienced in that section of Germany in a decade the Ford maintained its minimum of 621 miles a day although stops were necessarily made to refuel, replenish the oil and wash the car.

Four pairs of drivers relieving each other after every 14 hours of driving piloted the Ford in the run which in more than 50 laps about the circular route compelled them to negotiate traffic and comply with rigidly enforced speed regulations in no less than 19,950 villages and 2,000 towns. Aside from a second horn believed necessary in view of extremely dangerous conditions to be met in the run, the only special equipment on the car was an extra-circled through Berlin, Potsdam, spare wheel.

JUST ARRIVED  
LATEST STYLES  
OF



We are proud of the new Dodge Six and Eight. Proud that they offer engineering progress that goes beyond everything that has been built before. Proud of their beauty. Proud of their size and comfort. Proud of their advanced body and chassis design.

NOW ON SHOW AT  
SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road, Central.

Tel. 25664.

Tel. 25664.

## LABOUR-SAVING IN MOTOR-CARS.

Modern Fashions Are Not  
Helpful.  
FABRIC BODY.

"There's no profit in a wash-and-polish," said my friend the garage man. "Do you know that a large dirty car uses up 600 gallons of water in one wash?"

I didn't know, writes the Motoring correspondent of the Evening News, but it has always been a marvel to me how little designers and manufacturers have done to make it easy to keep a car spick-and-span. There was, of course, the use of fabric instead of metal panelling for bodywork. This was a great step forward but now every manufacturer is hard at work taking a step back—the fabric body is unquestionably on the wane.

The argument against it is that it never looks as well as the polished panel, and that is true. If every car were washed every day there would be no excuse for the fabric body except on the score of saving a negligible amount of weight.

But give me, as an owner-driver, fabric every time. Not only is it easier to wash, it does not need washing so often, because there is no gloss for it to lose.

Mud is the only thing that seriously harms its appearance, and I shamelessly confess that in dry weather my own fabric saloon has often gone a month without a wash. If it had chromium plating it would not look a particle the worse for being left unpollished for so long a period. This—and similar inventions, like stainless steel, are the biggest labour-saving devices in motoring, more so even than the grouping of gears on the

Wash Washes Are Smart—But They Are Counteracted, however,

by such contradictory fashions as the present one for wire wheels. Like most people, I like the look of wire wheels, especially in comparison with the so-called "artillery" wheel of wood or steel. But they "do" take some keeping clean!

Better mudguards and better streamlining could do much to keep cars clean. On a really wet day the inefficiency of the average mudguard is soon realised. I doubt whether it protects its own car much better than it saves other cars from being splashed. The new fashion for doing away with running boards is smart, but makes for more washing.

As for streamlining, the best way to realise how stupidly it is neglected is to examine the back panel of the saloon car after half an hour on the average open road in muddy weather. It will be evenly spread with mud, every drop of which it has sucked back on itself by its own motion. Every ounce of that back-draught is pulling against the forward motion of the car, fighting against the engine.

### Fountains of Mud.

Cars don't seem to be fitted with under-shields in these days, mostly for the excellent reason that there is no room for them with the low-built chassis of to-day. Well, we may be better off without them, but I have seen little fountains of mud and water spurting up through the slot of the hand brake, wetting the driver's ankles as well as spilling the carpet. The leather or fabric sleeves fitted round the brake levers of many cars keep out more than mere draughts.

Keeping the body of a car clean, inside and outside, is child's play in comparison with keeping the engine spotless. A few drops of oil seep out and soon the whole cylinder block, crankcase and timing gear cover are coated with a black sticky paste of oil and mud and dead flies.

## FORD BABY CAR BY T. H. WISDOM.

Will Have No-Bother Engine.

London.

I am able to divulge to-day full details of the new "baby" Ford, which will be seen for the first time at the Ford Motor Show, which opens at the Albert Hall, writes Thomas H. Wisdom in the Daily Herald.

Since the Daily Herald published the first news and illustrations of the new "baby," motorists all over the world have been anxious to learn the full specification.

The four-cylinder engine has a Treasury rating of 7.96 horsepower, bringing it within the 28 tax class. It has

Three-bearing crankshaft, Forced feed-lubrication, Thermo-siphon cooling, and a Detachable cylinder head.

Valves are of special silicon chromium steel with the distinctive "mushroom-ended" stems which, on the current Ford models, have been found to eliminate the necessity for frequent tappet adjustment.

Pistons are of aluminium alloy and fitted with three rings.

To reduce engine noise and vibration to a minimum, the engine is suspended at four points on rubber.

Ignition is by distributor and coil, and the headlamps are fitted with anti-dazzle lenses.

The three-speed gear-box is of the synchromesh type—making for easy and silent gear-changes—with a "silent-second."

Gear ratios are: Top, 5.42 to 1; second, 3.53 to 1; first, 18.63 to 1; reverse, 21.76 to 1.

The rear axle is of the Ford fully roomy body to be fitted. The price of the new car will not float type, and the clutch is a dry single plate. The engine is a Transverse springing has been very near the 4100 mark.



NOW HERE!! NOW HERE!!  
BUY YOUR  
HONG KONG  
**DOLLAR**  
DIRECTORY  
From the Offices of the Publishers,  
3A, WYNDHAM STREET.

# The China Mail.

EIGHTY-EIGHTH YEAR OF PUBLICATION

HONG KONG, THURSDAY, APRIL 28, 1932.

NOW HERE!! NOW HERE!!  
BUY YOUR  
HONG KONG  
**DOLLAR**  
DIRECTORY  
From the Offices of the Publishers,  
3A, WYNDHAM STREET.

**KING OF THE THEATRE**  
THE MOST COMFORTABLE AND THE ONLY  
AIR-CONDITIONED THEATRE IN HONG KONG.

SHOWING TO-DAY AT 2.30, 5.10, 7.15 & 9.30 P.M.

with  
THOMAS MEIGHAN  
HARDIE ALBRIGHT  
MAUREEN O'SULLIVAN  
MYRNA LOY

**SKYLINE**

FOX PICTURE

NEXT CHANGE

COMMENCING SUNDAY, 1st MAY.  
**DELICIOUS IS THE WORD FOR IT!**

Janet... a little Scotch waif... Charlie...  
a millionaire playboy... in a peach of a romantic  
story... with lots of laugh by El Brendel.  
Songs you'll be humming "DELICIOUS" YOU  
STARTED IT, "SOME BODY FROM SOME  
WHERE."

Janet GAYNOR  
Charles FARRELL

**DELICIOUS**

FOX Picture

Booking at the Theatre. Tel. No. 25313.

**MAJESTIC**

TO-DAY  
ONLY  
AT 2.30,  
5.20, 7.20  
&  
9.20 P.M.

LAUGH  
yourself  
into a  
year's  
growth!

**WILL ROGERS**  
**YOUNG**  
**AS YOU FEEL**

Striped tie and silk hat • Girl  
friend and all that! • Will cuts  
loose with caltish capers. Front-  
page news in all the papers!

**FRANK DORSAI**  
Directed by Frank Borzage

## ARSENAL COMEBACK TOO LATE?

**HUDDERSFIELD DEFEATED**

**NEWCASTLE'S RELAPSE AFTER  
CUP FINAL.**

**RANGERS CAPTURE POINTS**

(From Our Own Correspondent.)

London, Yesterday.  
The Arsenal are on the road to  
success, but alas too late! To-day they  
defeated Huddersfield on foreign soil by  
the odd goal in three. Newcastle, the Cup  
holders, were forced to a draw on their  
own ground by the lowly-placed Black-  
pool, both sides scoring twice.

In the Scottish League the Rangers de-  
feated the Hamilton Academicals by the  
only goal scored to gain two points and to  
ensure their position as runners-up in the  
Scottish First Division. Clyde also gained  
a home victory over Queen's Park by a soli-  
tary goal.

**EVERTON FAVOURED.**

Though winning by the narrow  
margin of the odd goal in three  
against such a stiff hurdle as Hud-  
dersfield on their own ground, the  
Arsenal have certainly improved  
their slender chances of carrying  
off the League Championship for  
the second year in succession, but  
they have still to await three de-  
feats for Everton, which is highly  
improbable.

The Cup holders showed a bad  
relapse when they were held to a  
draw by Blackpool, who, by the  
way, are making a great attempt  
to escape relegation. A very in-  
teresting state of affairs exists in  
the bottom half of the First Divi-  
sion. West Ham with two games  
to play can secure a maximum of  
35 points; Grimsby, with three  
matches in hand, can touch 34; and  
Blackpool, with two matches to  
play are able to reach 33. Satur-  
day's results may determine the  
fate of the two latter clubs.

The Rangers made up for their

mid-week defeat at the hands of  
the Airdrieonians, by securing two  
points at the expense of Hamilton  
Academicals. They are, however,  
out of the running for the Cham-  
pionship as their maximum number  
of points could only be 59 whereas  
Motherwell are now 64, with the  
possibility of gaining 66.

Clyde as the result of their nar-  
row victory over Queen's Park  
have advanced three places in the  
table and are now above their op-  
ponents of to-day.

English Leaders.

	P.	W.	L.	D.	F.	A.	Pts.
Everton	39	25	11	8	115	61	53
Arsenal	40	20	10	10	80	47	50
Wednesday	40	21	13	5	93	77	48

Relegation Table.

	P.	W.	L.	D.	F.	A.	Pts.
West Ham	40	12	21	7	60	100	31
Blackpool	40	10	21	9	60	99	29
Grimsby	39	12	23	5	56	89	23

Scottish Leaders.

	P.	W.	L.	D.	F.	A.	Pts.
Motherwell	37	29	2	4	116	31	64
Rangers	37	27	5	5	107	37	57

## MENINGITIS.

**Epidemic Showing  
Improvement.**

Interviewed by a China Mail re-  
presentative this morning, Dr. G.  
Pope, Medical Officer of Health,  
said that only one case of menin-  
gitis had been reported up to noon  
to-day.

**POSITION AT AMOY UNCHANGED.**

The position at Amoy is un-  
changed, according to a wire-  
less message received by the  
Naval authorities to-day from  
the Devonshire.

Yesterday there were eight cases.  
The number since the beginning of  
the present week is 13, which is  
exactly half of the total cases re-  
ported last week.

There are still two days left of  
the current week, but it is not an-  
ticipated that many cases will oc-  
cur, so that an improvement over  
last week can be expected.

Dr. Pope added that if the sunny  
weather continued the epidemic  
would gradually disappear. Ex-  
cepting for the few European  
cases occurring at the earlier stage  
of the epidemic, the non-Chinese  
population have been immune. He  
thought that the last non-Chinese  
case was that of the late Mr.  
Manuk.

Most of the cases have been  
among the Chinese of the lower  
classes.

## BOMB EXPLOSION VERDICT.

**Inquest Into Death of  
Coolie.**

"WILFUL MURDER."

The inquest into the death of  
Tsai Yuen, a Cathedral coolie, who  
was killed as the result of a  
mysterious bomb explosion in the  
grounds of the St. John's Cathedral  
on the morning of March 30, was  
concluded before Mr. Schofield (as  
Coroner) in the Central Police  
Court this morning.

The Jury, comprising Messrs.  
L. A. Whipples (foreman) J. M.  
Sunley and Lo Kum-ying, returned  
a verdict of "Wilful murder against  
some person or persons unknown."

The Coroner, in summing up,  
said the medical evidence went to  
show that the deceased may have  
picked it up while he was in a stop-  
ping position, and tried to open the  
"rolled oats" tin. The fragments  
found in the deceased's arm had  
not been reserved as they certainly  
should have been.

He continued—"There is no evi-  
dence to show who brought the  
bomb there, and it is very clear that  
the death of the deceased was due  
to this bomb. No evidence either  
of who the bomb was intended for."

After explaining the law on the  
subject, the Coroner concluded—"I  
think, therefore, that the only  
verdict that you can arrive at the  
present state of the evidence is that  
death was due by wilful murder  
against some person or persons  
unknown."

## THIEF CAUGHT IN ACT.

**H.M.S. VETERAN INCIDENT.**

A Chinese man, who boarded  
H.M.S. Veteran yesterday after-  
noon, without permission, was  
caught in the act of stealing money  
in a cabin, by Sub-Lieutenant G. R.  
Carver, who was resting at the  
time, and handed over to the Dock-  
yard Police authorities.

The culprit appeared before Mr.  
Schofield in the Central Police Court  
this morning, when he pleaded  
guilty to charges of the theft of  
\$3.22, and trespassing on the ship.

It was stated that when question-  
ed as to his authority for boarding  
the ship, defendant said he was sent  
there by Ah Kwai's No. 1 painter.  
He produced a ticket similar to  
those issued by Ah Kwai, also a  
file. On investigation his state-  
ment was found to be untrue.

His Worship passed sentence of  
one month's hard labour on the first  
charge, and imposed a fine of \$10  
or ten days on the second, the terms  
of imprisonment to run consecutively,  
in the event of the fine not being  
paid.

## CLOUDY.

The weather report from the  
Royal Observatory states:—

The depression has moved  
rapidly into the sea of Japan  
and a weak anti-cyclone has  
developed over N. China.

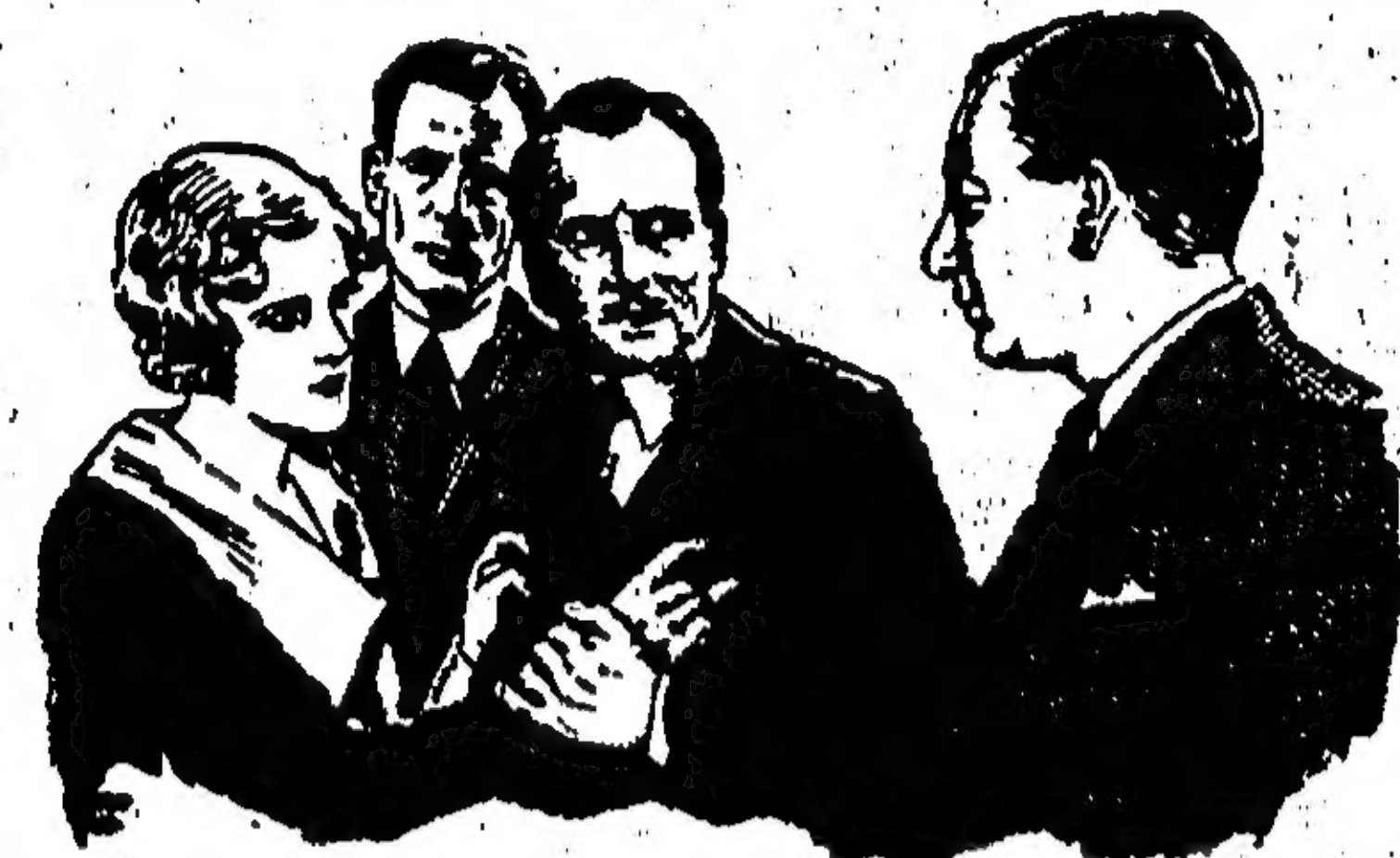
## FORECAST.

East winds, moderate, cloudy  
generally.

## QUEEN'S THEATRE

The Air is Always New and Fresh.  
No Circulation of Old Air, but Natural Ventilation,  
Comfortable — Healthy — Safe.

TO-DAY TO SATURDAY At 2.30, 5.10, 7.15 & 9.20.

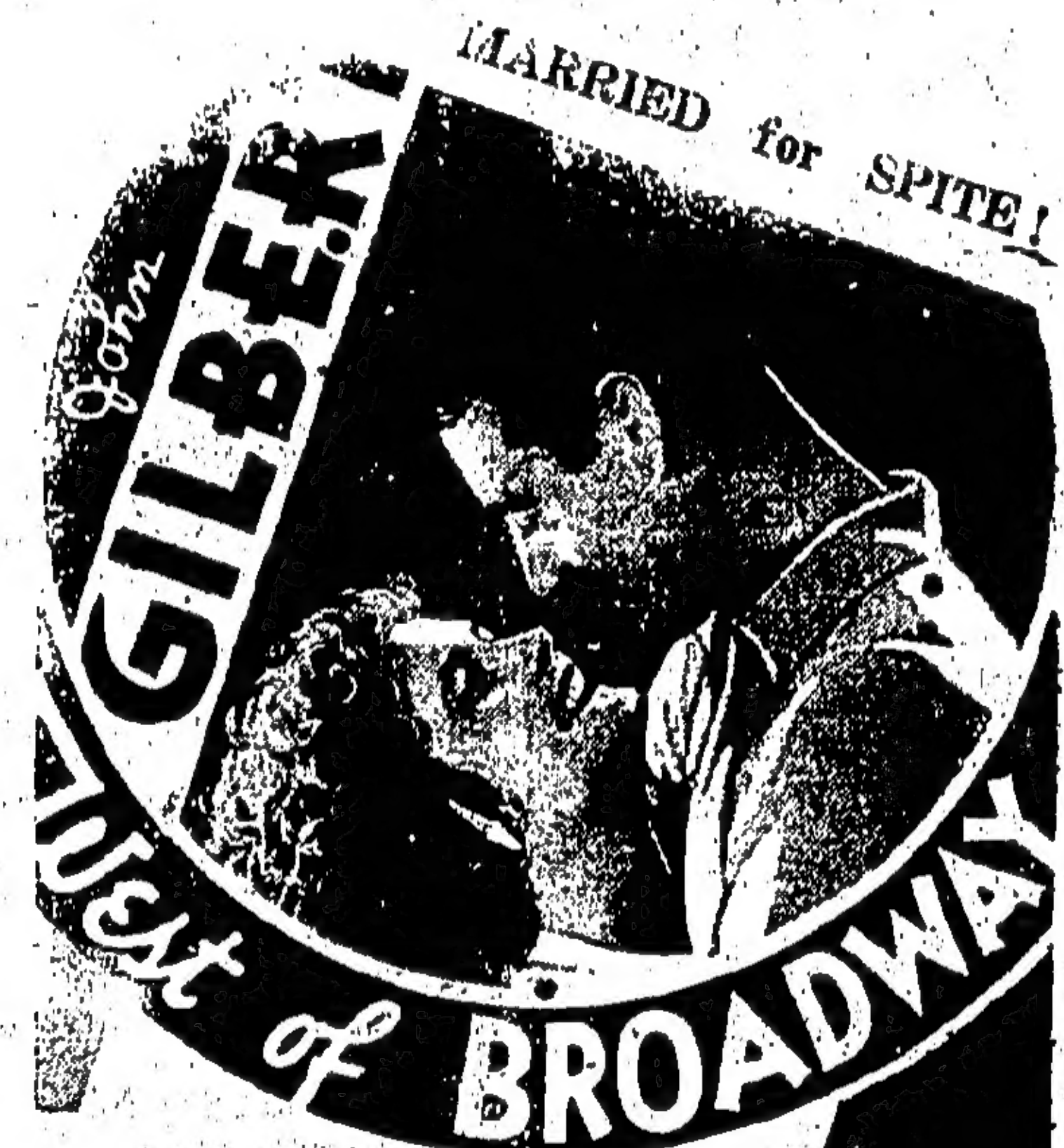


AUSTIN TREVOR & ADRIANNE ALLEN

## BLACK COFFEE

INTRIGUING AGATHA CHRISTIE MURDER MYSTERY

NEXT ATTRACTION



He met this blonde Broadway  
butterfly at midnight, and mar-  
ried her at dawn! But love  
ing drama you've seen!

EL  
BRENDEN  
LOIS  
MORAN  
MADGE EVANS  
directed by  
HARRY BEAUMONT.

AT THE **STAR** TO-DAY TO SATURDAY  
AT 2.30, 5.20, 7.20 & 9.20.

INSPIRATION PICTURES & SOL LESSER  
PRESENT  
**EYES OF THE WORLD**  
A  
HENRY KING  
PRODUCTION  
WITH  
UNA MERKEL  
JOHN HOLLAND  
& NANCE O'NEIL

An amazing tale of modern love  
vibrant with the greatest of emotions

Don't let a Cough  
Torture you — take

**'RESIVAL'**

BAYER

Printed and published for the Proprietors, The Hongkong & Shanghai Press, Limited, by DAVID CLARKE, Printer,  
Manager, at No. 1, Wyndham Street, Hong Kong.